RAILROAD

JUNE, 1968 MAGAZINE FIFTY CENTS

ROUTE OF THE FIRE-BULLS: RAILROADING IN YUCATAN

by Robert H. Fuson

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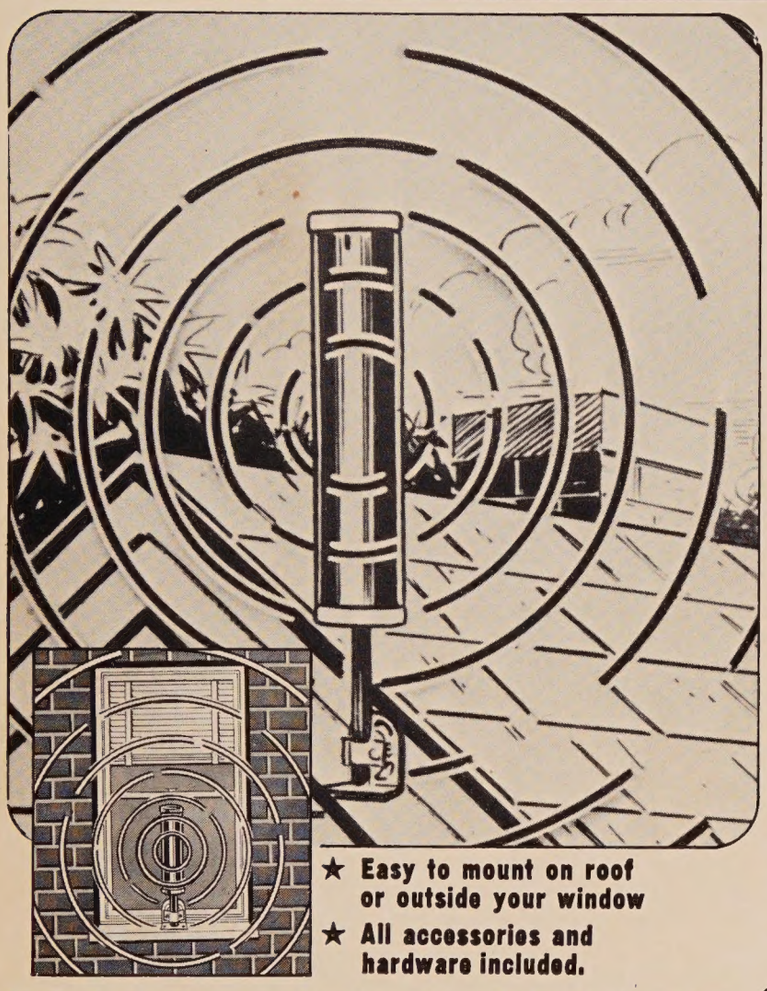

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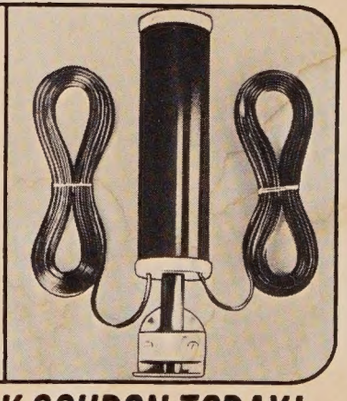

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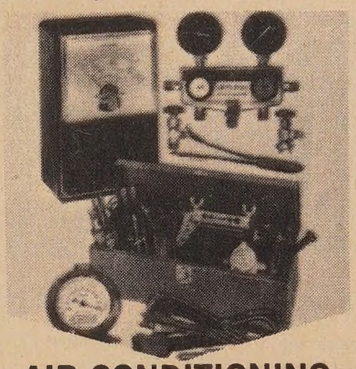

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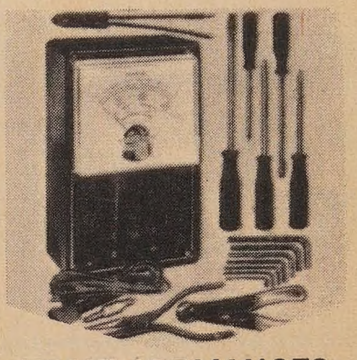

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Get the Home Appliances "know-how" fast...then get in on the big money! All 3 up-to-date courses include Equipment Kits, Tester, Tools. Courses are designed for easy learning, quick results. Set up shop soon for full-time or part-time income. Earn while you learn. Be a Master Technician, or Handyman. Check coupon below.

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- ☐ Master Course in Electronic Communications
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- ☐ Industrial & Computer Electronics
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- ☐ Basic Electronics

AUTO-MECHANICS DIVISION

- ☐ Automotive-Diesel Master Course
- ☐ Automotive Mechanics
- ☐ Diesel Mechanics
- ☐ Engine Tune-Up and Electricity

AIR CONDITIONING REFRIGERATION DIVISION

- ☐ Air Conditioning, Refrigeration & Electrical Appliances Master Course
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HOME APPLIANCES DIVISION

- ☐ Home Appliances Master Technician's Course
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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 83, No. 2 JUNE, 1968 50 CENTS

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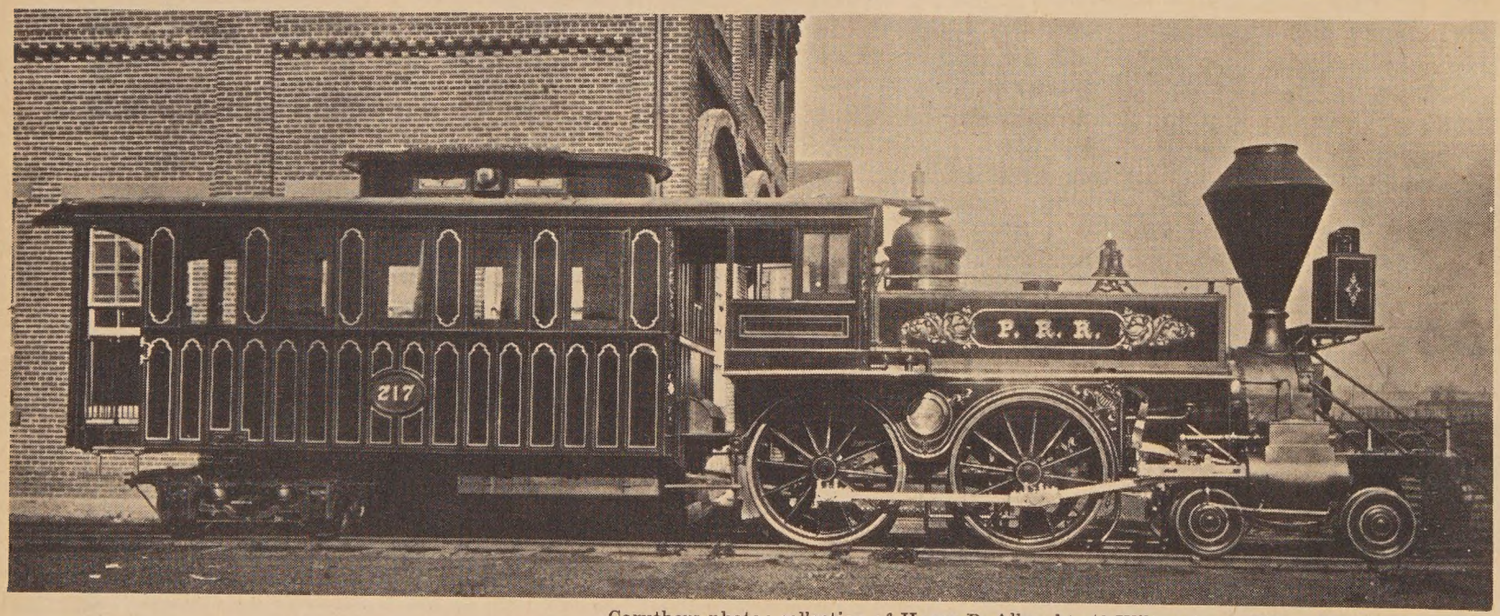
Private car of Pennsylvania Railroad president, highly ornate both inside and outside, was a self-propelled coach built by Baldwin in 1861, weighing 47,000 pounds, with 10x18-inch cylinders, sixty-inch driving wheels, diamond stack, and a box headlight.



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"It's amazing the set up you get in the accident investigation field."

MEN URGENTLY NEEDED! NO SELLING!

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"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

Approved For Veterans' Training

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, solid security, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. **Company Staff Investigator:** As a full time company Investigator, you typically receive top starting pay, a new car, expenses, and free insurance program. **Pay and benefits can equal up to $9,000 a year to start!** Salary reviews and chances for advancement are frequent in this fast-moving business.

2. **Work Spare Time:** Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $200 to $400 a month and more, plus expenses paid!

3. **Be Your Own Boss:** Start your own Independent Accident Investigation business in your own home at virtually no cost. Earn up to $1,000 a month and more clear. Some Universal graduates make up to $8 an hour in their own businesses.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

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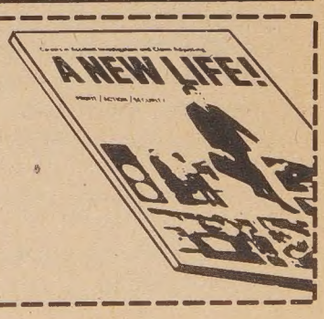


THE MAIL CAR

where editors and readers meet

FRONT cover photo by Bill Nichols shows depot of the Shay-powered Bear Creek Scenic Railroad, Topton, N.C. This vacation area offers a 9-mile round trip and other attractions. (See the article on page 32.) ●

EVERY month we get more than enough photos and wordage to fill a dozen magazines the size of this one. While we appreciate the thoughtfulness and generosity of our many contributors, it is impossible for us to use more than a tiny fraction of the incoming material.

"Toughest part of my job as editor," says Freeman Hubbard, "is being compelled almost constantly to say *no* when my personal inclination is to say *yes*. I imagine that Dave Morgan of *Trains* and, in fact, editors all over the land feel the same way. Space limits crowd out much good material, pictorial and otherwise, that we'd like to publish."

Also, we keep so busy putting out the magazine that we cannot always find time to acknowledge photos, clippings, etc., or to send notes about those we reject. Please keep your letters short. We hope to live long enough to get, just once, a press release from a railfan group or a railroad company that is not overwritten in length. ●

NEWS ITEMS. "Who killed Cock Robin?" asks a Mother Goose rhyme. Maybe you are wondering whose bow and arrow killed the *Lark*, the Southern Pacific passenger train that until recently linked Los Angeles with San Francisco. The *Lark* had been suffering from malnutrition—i.e., too little patronage—and the *coup de grace* was administered by the votes of Governor Reagan's two appointees to California's State Public Utilities Commission. The third PUC member, who wanted the train continued, was outvoted; and so the *Lark* folded its wings and turned its feet up toward the sky.

The U.S. Supreme Court has slashed the tax assessment that the State of Missouri fixed on Norfolk & Western properties, using the occasion to warn all states against imprecise taxing methods that "project the taxing power of the state plainly beyond its borders."

In a separate action, the Supreme Court rebuffed a railroad-management challenge to the payment of jobless benefits for former rail firemen. The Government has paid the benefits, whose cost the railroads themselves ultimately must cover, even though the firemen involved elected to accept severance pay when jobs were abolished.

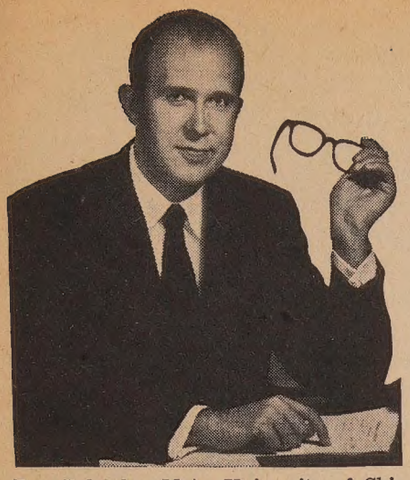
Hamdey J. Alley, a fireman on the Grand Trunk Western, has won the annual safety award of the Brotherhood of Locomotive Firemen and Enginemen for saving a 4-year-old boy from the path of a moving train.

The Frisco Railroad at St. Louis, Mo., recently made a refund of $2.10 on an unused railroad ticket issued 69 years ago by its predecessor, the Texas-Pacific. A retired railroader now living in Colorado ran across the ticket when going through his mother's effects. It was for a half-fare ride for a child from Bonham, Tex. to Fort Worth.

Because of the U.S. Post Office's withdrawal of all mail traffic from trains 117-118, the *Varsity*, the Milwaukee Road seeks to discontinue those trains, operating between Chicago, Ill., and Madison, Wis. Although mail revenue alone did not support those trains, it helped to ease the deficit resulting from their operation.

Alaska's Govenor Walter J. Hickel is pushing for a 405-mile extension of the federally-owned Alaska Railroad to

Duluth & Northeastern 14 and 27, both former Duluth, Missabe & Iron Range 2-8-0's, were teamed up at Cloquet, Minn., as Mike Eagleson snapped them on Sept. 2, 1962.
From *Steam in the Sixties*, by Ron Ziel and George Foster



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 361, 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 361, 555 E. Lange St., Mundelein, Illinois 60060

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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If 18 or under, check here for special booklet. ☐

open mineral-rich wilderness north and west of Fairbanks.

Stan Kipling of Sunderland, England, called off his wedding rather than move a model locomotive out of the bridal chamber. The bride-to-be, Mrs. Janet Parkin, said the 3-foot-high engine took up too much room in the bedroom. So the 62-year-old miner agreed to dismantle the engine, and the couple scheduled a wedding. Then Stan changed his mind.

"I just can't bear to part with the model," he said. "It's my only hobby and I want to tinker with it."

The jilted lady, a 66-year-old widow, declared, "I will never take second place to a locomotive."

Recently Soviet Russia gave big publicity to its opening of the northern sea route (for a fee) to foreign ships—particularly Japanese. But not a single foreign vessel has used this route around Siberia between the Pacific and the Atlantic. Instead, the Japanese are using the Trans-Siberian Railway for shipping motor cars and other freight across Siberia to the Middle East. They find it is quicker and cheaper.

The Soo Line has made a significant departure from tradition by inaugurating its first 3 freight service centers, located at Appleton and Rhinelander, Wis., and Sault Ste. Marie in Michigan. Using the latest electronic and communications equipment, these centers provide shippers with up-to-the-minute data from the operating department. Eleven Soo stations in the two states are physically closed, but they and others that were shut in years past are now classified as "open"—i.e., stations at which business may be transacted and to which freight charges need not be prepaid.

The Interstate Commerce Commission refused to consider a request by Penn Central to discontinue two passenger trains, known as *The Kentuckian,* between Logansport, Ind., and Louisville, Ky. Refusal apparently came because the road didn't clearly indicate to the public that it was, in effect, ending a service between Chicago and Louisville—rather than between Logansport and Louisville. The Commission also said that Penn Central neglected to mail a notice to the governor and regulatory agency of each state affected, and had failed to post a notice in passenger cars that it was seeking to discontinue service.

A special train, the *Red Arrow,* traveled about 800 miles on a 10-week journey across Switzerland recently with a cargo just for children. Everywhere it stopped, youngsters climbed aboard to inspect the wares: a carefully chosen collection of 450 books. This was the Swiss way to bring children and books together. In all, the *Red Arrow* made 20 stops and attracted more than 55,000 youngsters. The vistors did more than just look at the books. Quite often they stayed hours to read them.

A non-rail quote for the month from Jerome Beatty, Jr., in *Saturday Review:* "Television commercials offer a slice of life in which people are endlessly discussing their dentures, body odors, bad breath, indigestion, runny noses, coughing, and athlete's foot. Judging from the ads, the only happy, well people seem to be those smoking cigarettes." ●

PHOTOS of New Hope and Ivyland engine 1533 in our April issue and Black River & Western engine 60 in our March issue delighted Arthur P. Munson, 23 Efland Lane, Willingboro, N.J. 08046, who has seen a lot of both steamers.

"Early in 1966," he writes, "I drove Frank Menair (formerly of *Railroad Magazine* editorial staff) in my Volkswagen to the Reading's abandoned roundhouse at St. Clair, Pa., where we both worked on the 1533. I rewired her headlight, modified her cab windows to accommodate a new injector, and assembled her cylinder-cock linkage. The last-named job required a few small parts that I couldn't find, so I raided my own emergency repair kit. As a result, No. 1533 is probably the only locomotive on earth with Volkswagen parts. After reading about the BR&W in *Railroad Magazine,* I became even more interested in that line and more active on it. Some fellows called me 'the bandmaster of the Black River gang.' Sunday afternoons, our band entertains passengers on the steam train out of Flemington, N.J., with a peculiar brand of cornpone music." ●

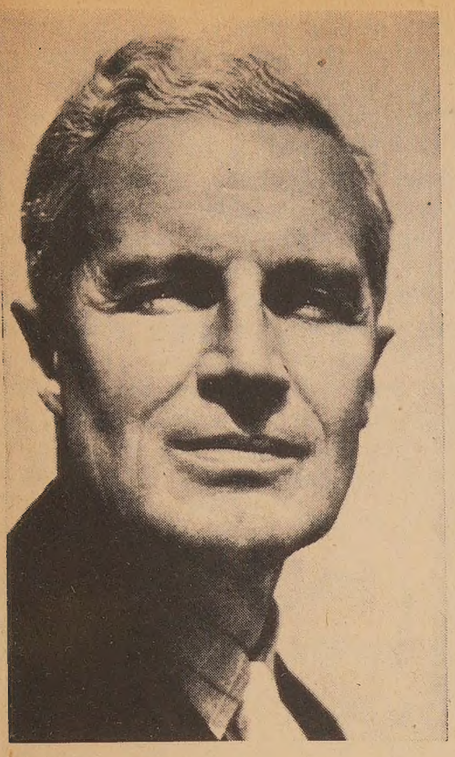
OLDTIMERS. "In 1960 I ended 54 years and 10 months' service on the Chesapeake & Ohio (50 years and 3 months as engineer) with no demerits," writes John M. Miller, 413 Fifth Ave., St. Albans, W. Va. 25177. "I'm proud of my clear record but I'll always remember the pithy comment the trainmaster made about it. He was investigating a slight accident in which I was involved and cleared. As he handed me my clear record he said 'Any man who's worked as long as you have with a clear record, is either a good railroad man or a damned good liar.' I've never been sure if that was a compliment or a crack."

"Reared on a farm, I drove a one-horse plow and watched cotton ginned with waterwheel power," reminisces E.L. Pruitt, 122 E. Texas St., Grapevine, Texas 76051. "I remember the old link-and-pin-coupled cars pulled by woodburning Shay engines. In those days land hereabouts sold for $1 an acre and labor worked from sunup till sundown. Since then, the accomplishments of labor unions have been immeasurable. The best dollars a man ever spent are the union membership dollars."

Woodburners added a touch of adventure to the boyhood of Harry A. Cooper, now living at 545 Humboldt St., Santa Rosa, Calif. "I was reared in Santa Rosa," he writes. "My grandfather's hotel was located near the tracks and many railroad men stayed there, so I got to know them pretty well. After school I'd hurry to the depot and fire the locomotives with wood—pieces two feet long. The engineers liked that. I was strong and could keep the engines hot. In 1902 I hired out to the Northwestern Pacific, working on an axle lathe for 11 months. Then I started firing (wood and coal). In 1907 I was set up and began handling freight and passenger jobs; 3 years later I joined the Brotherhood of Locomotive Engineers. The Southern Pacific and the Santa Fe then jointly owned the NWP, but in 1929 the SP acquired all of it. Since retiring in 1950 I have been receiving both a railroad annuity and the Harriman pension for good behavior over more than 40 years of service."

"My rail career started at age 14 in the Borden, Sask., depot of the old Canadian Northern," recalls C.M. "Bud" Fraser, 370 Victoria St., Kamloops, B.C., Canada. "I wore a brass-bound cap bearing the words 'Assistant Station Agent.' In the era of coal-oil lamps I had to keep pot-bellied stoves supplied with lignite coal—and how those stoves could eat up fuel! Besides that, working a six-day week for $90 a month, I swept floors, delivered express and baggage, wrote up waybills, and copied on the old-fashioned wet press. My 42½ years of service on the Canadian Northern and Canadian National and on Canadian Pacific steamships ended with compulsory retirement from the Canadian National job of Kamloops ticket agent. Then I opened a travel agency here, being a contractual agency for the CNR, and keep busier now than ever before." ●

CONTRASTING the rides on two different passenger trains, Peter H. Prugh writes in *The Wall Street Journal*: "A soft, feminine voice on the loud-speaker invites me to relax and enjoy the next 3 hours and 10 minutes. Tasty food and drinks, reasonably



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-ED
CHICAGO, ILLINOIS 60626

priced, are proffered me in my comfortable seat. A small tray is set up in front of me. The whole place is so *clean*. It's the sleek, bullet-nosed express on Japan's government-owned Tokaido line, which links Tokyo, Nagoya and Osaka, that country's three biggest cities.

"Not long before I made the 320-mile trip from Tokyo to Osaka, I rode the afternoon *Congressional* train from New York to Washington. The *Congressional*, a Penn Central train that makes the fastest rail time between the two cities, took 10 minutes longer to cover a distance almost 100 miles shorter than the Tokyo-Osaka run. My seat was worn. The food at the snack stand was tasteless and expensive. The coach was littered and dirty.

"The Japanese train hit speeds of 130 miles an hour, but the ride was so smooth that it was possible to sip coffee or tea without fear of spilling it. In contrast, drinking coffee on the *Congressional* is risky; sudden lurches can be disastrous. Similarly, reading is pleasant on the Tokaido line but quite difficult on the bumpy *Congressional*.

"The Japanese train was full. The *Congressional* was less than a quarter full on parts of the journey. Besides being fast, clean, comfortable, and profitable, the Tokaido line differs from many U.S. trains in one other respect. My train arrived exactly on time." ●

SKETCH of the William Westall monument on Joe Easley's picture page, *Along the Iron Pike*, in our April issue recalls to A.C. Craft (2432 S. Towner St., Santa Ana, Calif. 92707) the fact that a few years ago when he was a patient in a Denver hospital he met an elderly man who introduced himself as Westall's only son. They got talking. The son gave him the following details of the wreck of Aug. 28, 1898, in South Platte Canyon, Colo.:

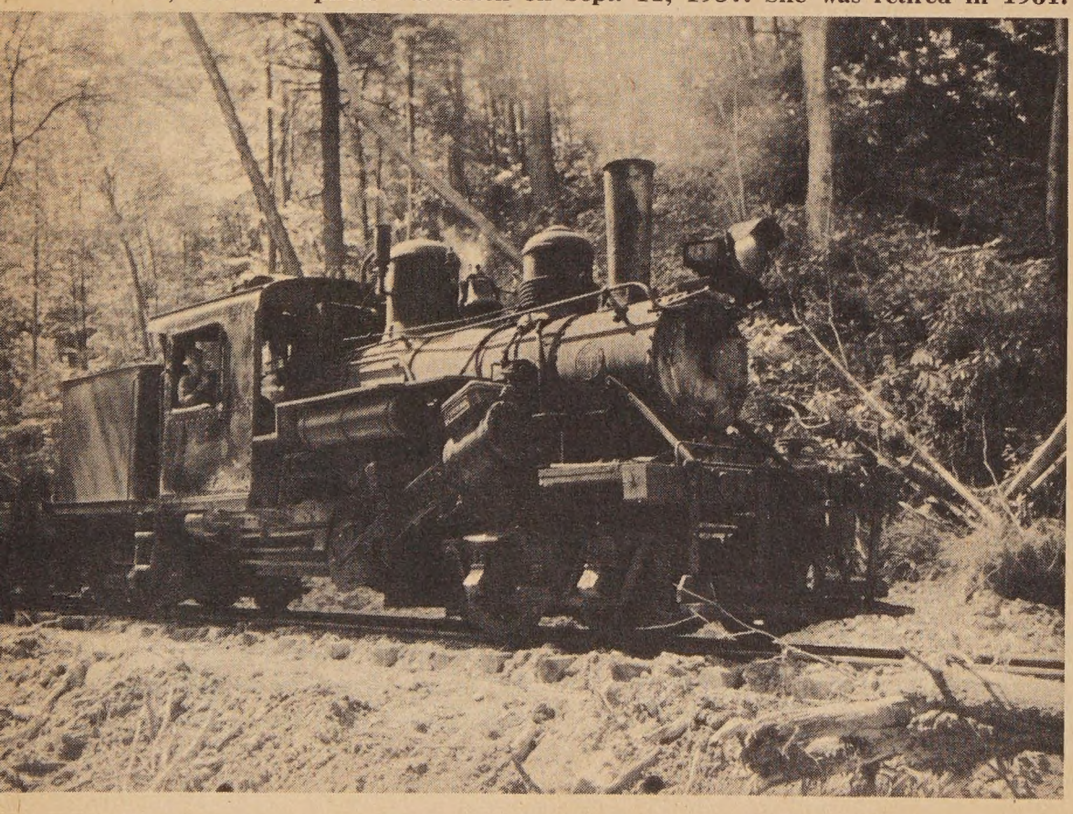
"My father was pulling a Sunday excursion on the Denver, South Park & Pacific at about 10 miles an hour when he saw a rock slide immediately ahead on the track near Big Dome. He told the fireman to jump, but he himself stayed in the cab, applying brakes to save his passengers. The engine slid into the rock pile and overturned, sending Dad to glory, but his herosim had slowed the train so much that nobody else was killed. Later, the passengers showed their gratitude by erecting a granite slab on that spot." ●

WATCHING Great Northern and Northern Pacific trains in and around the railroad town of Crookston, Minn., around 1900, when he was a lad, is the only excitement recalled by Dexter S. Bartlett, now of 7405 N. Wall Ave., Portland, Ore. 97203. Dexter had an uncle, Bert Watts, who fired for Duke Jewell, a GN engineer. One night when their engine was pushing a snowplow, Duke opened her up to buck a large drift. The plow lifted itself off the snow-covered track and rammed into a tiny depot. Neither of the enginemen was hurt, but the only clue they had to the plight of the station agent was footprints in the snow on the lonesome prairie. The man had run away just in time.

Years later, after Bert had been promoted to engineer, he was pushing a snowplow through a blizzard when its oil headlight went out. Unable to relight the wick in the storm and wanting to keep his schedule, he kept on going, telling himself that a feeble light couldn't be seen in the storm anyway. But as luck would have it, they collided with an unauthorized engine that was carrying some crew men back to the yards, upending her tender and injuring the fireman. Although Bert had rights over everything on the line that night, and a perfect service record, he was fired because of the dark headlight on the snowplow. ●

Photo by C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Elk River Coal & Lumber Co. Climax No. 3 paused in the woods near Swandale, W. Va., when this photo was taken on Sept. 11, 1957. She was retired in 1961.



Pen Pals Wanted

Jeff Kovacs, 491 S. Park Dr., Perth Amboy, N.J. 08861, wants to hear from LVRR fans and employes.

Melly Q. Castro, (22), Colegio de San Jose, Cebu City, Philippines.

Shary Lynn Cobb (13), 168 Whipple Rd., Kittery, Maine 03904, likes to hear from railfans about her age.

Rod Riley (13), 1209 W. 5th, Emporia, Kans. 66801, wants letters from Kansas railfans interested in forming a club.

Felicity Hardy, Carinya, 66 Sturminister Rd., Knowle, Bristol 4, England, collects stamps, badges, picture postcards.

Barbara Mallett, 1203 N. 3rd St., Vincennes, Ind. 47591, collects and trades picture postcards of states, also poems.

Mrs. May Howard (28), 20302 S. Camba Ave., Compton, Calif. 90220.

Margaret A. Carr (15), 8 Alanna Drive, Cold Spring, Ky. 41076.

Christine T. Birch (15), 303 E. 10th St., Superior, Wis. 54880.

Marsha Gunsallus (14), Box 115, Dunlo, Pa. 15930.

Patricia Coleman (14), Rte. 1, Robertsburg, W.Va. 25172.

Christine Gardas (15), 4837 S. Wood St., Chicago, Ill. 60609.

Mike Chevian (17), 87 Grand Ave., Cranston, R.I. 02905.

Louis Nesko 3rd (17), 3611 Frankford Ave., Philadelphia, Pa. 19134.

Rosemary Gonzalez (17), Box 41, Mountainair, N.M. 87036.

Susie Lynn Howard (15), Box 158, Buffalo, W.Va. 25033.

Cindy Hutley (14), 903 N. Latham St., Sandwick, Ill. 60548.

Donna Dryer, 4921 Park Ave., Kansas City, Mo. 64130. (She's deaf and wants to hear from other deaf girls.)

M. Asrar, 26 Old Hostel, Hailey College of Commerce, Lahore, West Pakistan.

Mrs. Minnie K. Darr, 825-B Sigsbee Rd., Key West, Fla. 33040.

Linda Cornette (16), Box 95, Catlettsburg, Ky. 41129.

Janis Dennison, Rte. 2, Box 166, Catlettsberg, Ky. 41129.

SP/4 George M. Young RA13870566, Co. E 1st Bn MFSS, Ft. Sam Houston, Tex 78234. Class 9-76-J-20.

Louise Null (16), Rte. 1, Box 71, Given, W.Va. 25245.

Toni Porter (15), Box 188, Buffalo, W.Va. 25033.

Marilyn Kelly (34), Box 15049, St. Louis, Mo. 63110.

David Stuchinski, Box 167, Dunlo, Pa. 15930.

Brian Quinn, Box 281, Dunlo, Pa. 15930.

Kathleen Glass (48), Rte. 3, 7th Ave. N.W., Arab, Ala. 35016.

Ruth LeBanc, Box 3073, Oak Ridge, Tenn.

Ruby Raymer, 720 Silver St., Lewisburg, Tenn. 37091.

Mary Veliz (14), Maple Ave., Castalia, Ohio.

Bob Jensen (21), 1129 F Street, Fairbury, Neb. 68352.

Patty B. Dean (34), 914½ Morton St., Falls City, Neb. 68355.

Alice Merkel (18), RD 1, Claar's Mobile Homes, New Paris, Pa. 15554.

Nancy Getting (16), 15034 Oceana, Allen Park, Mich. 48101.

Carmencita C. Austre (21), c/o Morning Times, Cebu City, Philippines.

Judy Griffith (17), Box 362, Harlowton, Mont. 59036.

Rosemary Cunningham (42), French Creek, W.Va. 26218.

Joyce Mitchell (15), P.O. Box 13, Buffalo, W.Va. 25033.

Linda Spell (17) and sister, Patricia (14), Box 643, Vidor, Texas 77662. ●

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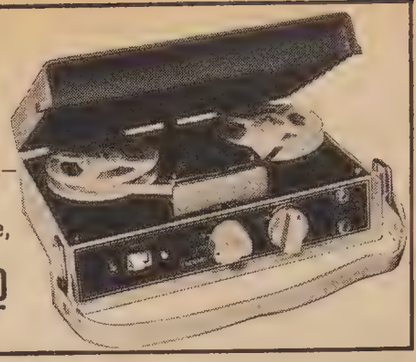

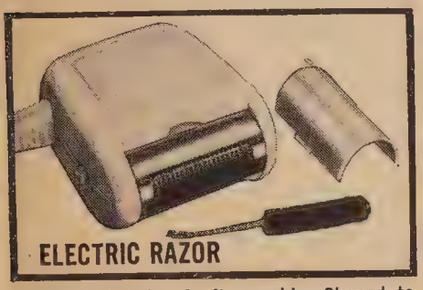

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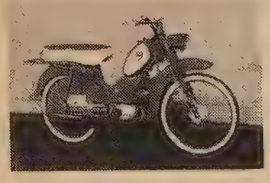

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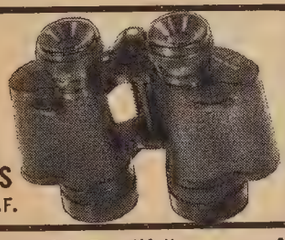

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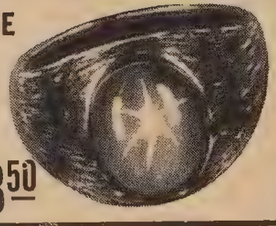

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Magnificent design to add excitement to any occasion! Dramatic front with broad panels of embroidered lace with black underlay. Lace again at the French cuffs. Superbly made of fine Sanforized combed cotton.

S128 White. $10.95 each.
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Sizes 14 to 16½. Sleeves 32 to 35.
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ITALIA **$16.95**

Bright and lively is this new Italian import, available in Seven handsome ways. Fastens with strap and buckle over a graceful kiltie tongue that points to bold perforations at the toe. A superb style to attract admiring glances!

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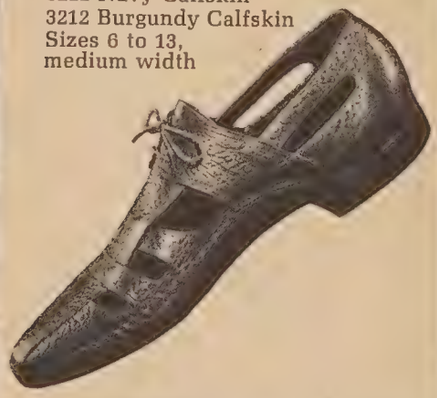
3178 Brown Grain
3207 Black Suede
3208 Brown Suede
3258 Black Calfskin
3211 Navy Calfskin
3212 Burgundy Calfskin
Sizes 6 to 13, medium width



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Photographs of the Month

Doubleheaded steam fantrips have long been popular. Two former CP locos led this October 1966 trip on Ma & Pa.
Photograph by Vincent Alvino, 222-04 41st Ave., Bayside, N.Y.

Canadian Pacific Railways' streamlined *Canadian*, with two dome cars, at Eau Claire, Ont., near North Bay, April 16, 1967.
William R. Forder, Box 283, North Bay, Ont., Canada

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Former Connecticut Co. parlor car 500 opened part of Branford trolley museum's Short Beach extension in May 1966.

New Alco C-636 locos, ordered by the Pennsylvania, are being delivered in Penn Central paint scheme, black and white.
Jim Shaughnessy, 479 8th Ave., Troy, N.Y.

Pay car 2119 of Ferrocarriles Nacionales de Mexico, probably the only railroad on earth still using such equipment.

Tombstone of George S. Bangs, general superintendent of Railway Mail Service in the 1870's, shows astounding detail on both mail car model and stone tree trunk. Bangs originated the fast all-mail train between Chicago and New York, and died in November, 1877. Epitaph on elaborate memorial in a Chicago cemetery reads "His crowning effort: the Fast Mail."

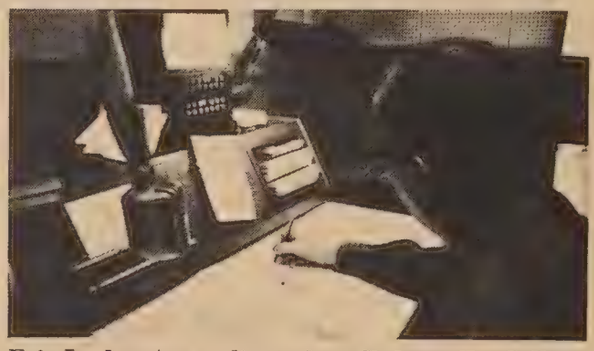
R.L. Follman, 9018 Major Ave., Morton Grove, Ill. 60053

John C. Illman, 7400 Errol Dr., El Cerrito, Calif.

Santa Fe tugboat *John R. Hayden* eases carfloat into San Francisco pier 43 with freight cars for the State Belt Railroad.

New York Central 0-6-0 No. 99 was built in 1890 by Schenectady Loco. Works; renumbered 241; rebuilt to dummy No. 10 in 1914; scrapped in 1932; shown switching a Manhattan warehouse, 1920. You don't see many photos like this.

Collection of C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.



Erie-Lackawanna dispatcher Robert F. Collins, whose steam photos have appeared in *Railroad.*

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

Union Pacific No. 9061, one of the famous 3-cylinder 4-12-2 types, is shown here lugging 66 cars up the famous Sherman Hill at 35 miles per hour in August, 1948.

R.H. Kindig, 3831 Perry St., Denver, Colo.

Delaware & Hudson has bought eight new General Electric U30C locos. Here are 701, 702, and 703 at Mechanicville, N.Y., last December. The D&H uses mostly Alcos.

Jack Armstrong, 197 N. Summer St., Adams, Mass.

ROUTE OF THE FIRE-BULLS

by **ROBERT H. FUSON**

Merida Central Station, erected in 1920. Note the 2-6-0 on permanent display at lower right; she is No. 52, built by Alco in 1902, the year in which FUdeY was established. Photo by Robert H. Fuson

BECAUSE the United Railways of Yucatan (*Ferrocarriles Unidos de Yucatan*) down in southeastern Mexico are still using a little steam power, the history of that system has much interest for railfans.

When the iron horse first appeared on the peninsula in 1875 its puffing and belching of smoke and sparks caused quite a stir and prompted the Mayas to call it the *Huakax-Kaak*, or fiery bull. That name is emblazoned today on engine No. 204, which, however, is not a steamer but an 800-hp General Motors diesel-electric. Dieselization is rapidly taking hold of Yucatan as it already has done almost everywhere else in Mexico, and the fires of the old bulls are barely smoldering. But a railfan who hurries to this somewhat primitive area can find a little live steam, a choice of two gages, four classes of passenger service, and busy depots jammed with people who ride trains.

The fun starts in Merida, hub of the UdeY. From this bustling capital (population 200,000) of the State of Yucatan radiate 284 miles of 3-foot-gage track and 128 miles of standard-gage. The latter tie the system with the rest of Mexico and, ultimately, with the United States and Canada. Upon completion of the government-owned Southeastern Railway (*Ferrocarril del Sureste*) in 1950, from Coatzacoalcos to Campeche, the UdeY became an integral part of the Mexican rail network. At Coatzacoalcos the Sureste road connects with the National Railways (*Ferrocarriles Nacionales*). But not until 1962, when the new Coatzacoalcos bridge was completed, did through train service between Mexico City and Merida become a reality.

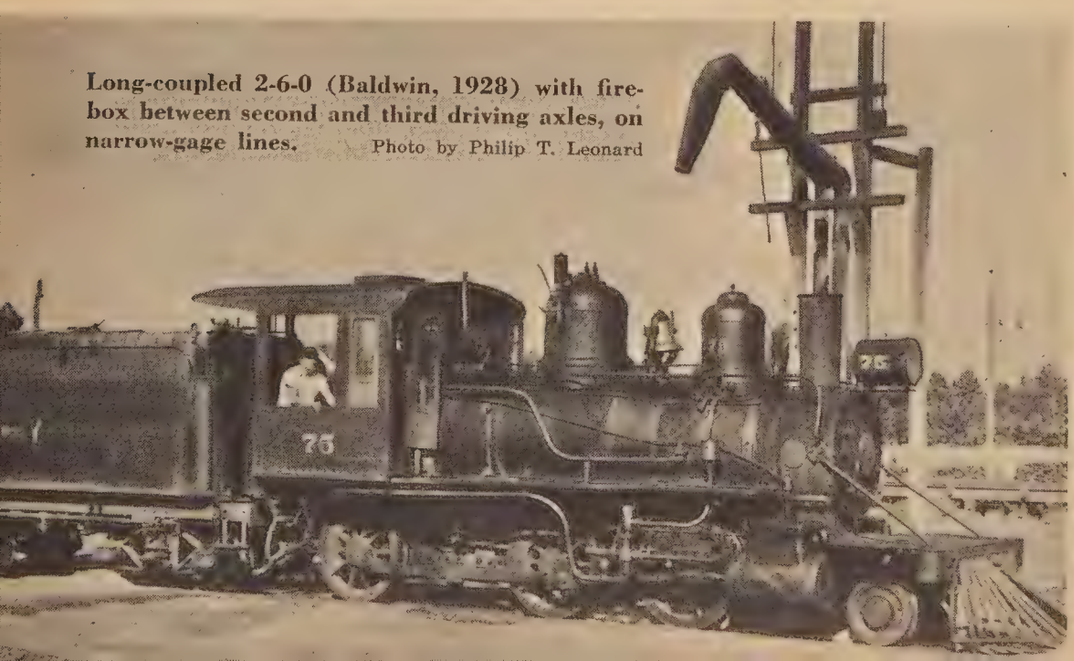
Right now the Mexican Government is spending $800,000 to improve the rail route between Mexico City and Yucatan.

Thrice weekly (Sunday, Tuesday, and Thursday) an all-passenger train (NdeM 51-164-167) departs from Mexico City for Merida. This train, with Pullmans, coaches, and diner, pulls out of beautiful Buenavista station, one of the world's finest and most modern. Some 522 miles and about 24 hours later you reach Coatzacoalcos and the beginning of the Sureste.

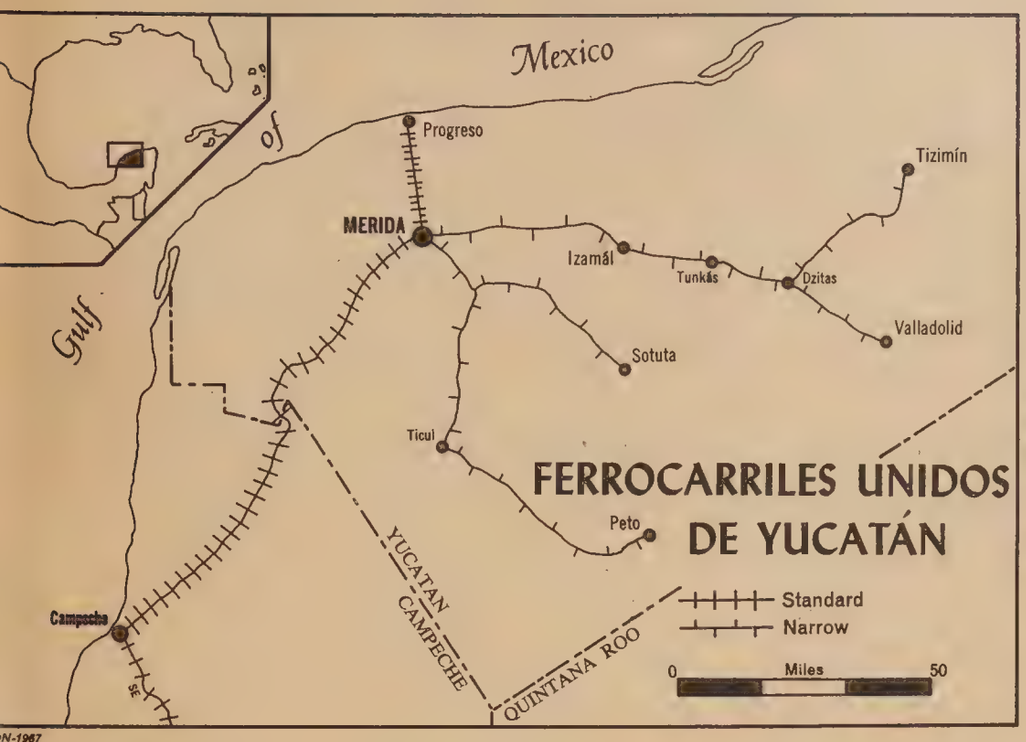
From this rapidly developing oil center, whose Aztec name means "the place where the serpent hides," Sureste train 29 runs through 457 miles of spectacular scenery to Campeche. It takes about 21 hours, but even that is not enough time for you to absorb the sights of a tropical paradise, complete with jungles, mountains, Indian villages of thatched huts, and several surprisingly modern cities.

The city of Campeche, 108 miles south of Merida, marks the end of the Sureste and beginning of UdeY. A 1600-hp Alco diesel provides the motive power for No. 17 and the last 3 hours, and on the morning of the third day your 1087-mile trip from Mexico City ends at Merida's *Estacion Central*.

Built in 1920, this impressive station heralded the consolidation of two separate Merida facilities. The first railroad to serve Yucatan—a 22-mile standard-gage line from Merida to the Gulf port of Progreso—used a depot situated two blocks south of the present one between



Long-coupled 2-6-0 (Baldwin, 1928) with firebox between second and third driving axles, on narrow-gage lines. Photo by Philip T. Leonard



Water-softener at Merida removes minerals from loco-boiler water. Fuel for old woodburners (no longer used) is shown stacked up in the foreground.
Photograph by Philip T. Leonard

1875 and 1920, eventually discarded.

As with everything in Yucatan, a rich history is associated with the old Merida-Progreso station. Originally built on land bought in 1745 by Franciscan friars, it served as a plaza for the church and convent of La Mejorada. After the new Central Station had been erected the older building was razed and a new park created on the site of the former church plaza. Called today Liberty (*Felipe Carrillo*) Park, it is a disguised monument to Merida's first railway station.

GOING back to the present terminal and the first impressions a railfan will receive, you get the impression of activity. It seems there are always people in the spacious concourse, often hundreds at a time. Many are Indians dressed in traditional costumes and speaking Mayan rather than Spanish. Words like *huakax-kaak* occur more often than its Spanish equivalent, *toro de fuego.*

But even more exciting is the locomotion. Excluding extras, 14 passenger trains a day use this station between 5:30 a.m. and 8 p.m. The big, modern, lighted board may seem unreal to the visitor who has watched with dismay the eclipse of passenger service in the States.

You may find the Merida-Campeche diesel railcar resting in the station. Several narrow-gage trains, with a variety of motive units and coaches, will probably be on hand. Wooden cars are still common and if you are lucky you will encounter one of the nine steam engines still serving UdeY. The first time your author visited the Merida station he found a 4-6-0 (Baldwin, 1881) fired up to begin her workday.

In case you don't enter Merida by rail you can easily find the Central Station ten blocks northeast of the city's main plaza. A tangible relic of Yucatan's railroad past standing in front of the terminal is engine No. 52, a woodburning Mogul. Built in March, 1902, by American Locomotive Works, the 52 was then the newest unit of motive power in the region. But similar steamers operated well into the 1950's, and a woodburning 4-6-0 survived until 1960.

In November, 1902, the UdeY was created from three existing railroads and two pier companies. The fledgling operation began with the 22-mile route to Progreso and a 42-mile link with Izamal to the east, both then standard gage. Also, 47 miles of 36-inch-gage

Yucatan's heaviest steam loco, a Baldwin 4-6-0 of 1881, leaves Merida for Progreso. Now an oilburner, she is the oldest operating steamer in Mexico.
Robert H. Fuson

First-class coach *Tixkokob* at Merida Central Station. Many open-platform wooden cars have been converted from standard to narrow gage. Note three-rail track.
Photo by Robert H. Fuson

track to Ticul in the south formed a part of the original package. Later the Merida - Peto and Merida - Campeche narrow-gage lines were acquired, thus bringing the principal railroads of Yucatan under a single management. Though the system is owned today primarily by the State of Yucatan, the federal government's role is gradually increasing.

Very little construction has taken place since before World War I, except for some gage alterations. As the Sureste pushed into Campeche from the south, trackage modifications spurted to the north. About 15 years ago the line to Campeche was standard-gaged, and in the late 1950's a third rail was added to the Progreso division to permit narrow operation. At the same time the UdeY abandoned a longer Merida-Progreso narrow-gage line.

During this period of change (1961-'62) the narrow-gage tracks of the Merida-Muna-Ticul line were pulled up and the road between Tixkokob and Tunkas was discarded. In order to keep a line to Valladolid, 17 miles of new track were laid between Izamal and Tunkas, shortening the Merida-Valladolid run by some 15 miles. Between 1959 and '60 the 70-year-old standard tracks to Izamal were scaled down to 3-foot dimensions. This latter move marked a reversal in earlier plans fomented by the Ministry of Communications and Transport (then called the Ministry of Communications and Public Works). In 1954 the idea had been advanced to build a standard-gage line from Puerto Juarez on the Caribbean side of the peninsula to connect with Izamal and Merida. If this had been done, it would have been the first and only time in history that the Gulf of Mexico and the Caribbean Sea were connected by rail. Such a connection would have greatly enhanced the small port, which is now mainly a ferry landing for tourists.

A PROPOSAL had been made to build a standard-gage route through the "rain forest" to the Gulf from the Caribbean city of Chetumal, just across the river from British Honduras. This line would cross the Sureste at Escarcega and extend to the Terminos Lagoon. Although not part of the UdeY, it could some day connect with the yet-to-be-built line out of Puerto Juarez to the north.

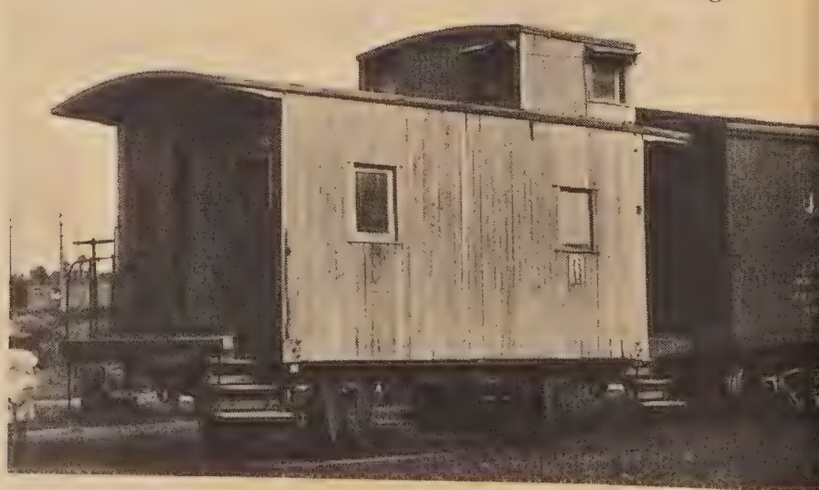
Though these standard-gage tracks may actually be laid some day, the present lines will probably remain intact. A significant investment is being made in new equipment, both narrow and standard, and the four all-narrow divisions have either been reballasted or are in the process of being reballasted. When we rode the UdeY last August the roadbeds were in good condition and there was evidence of an effective maintenance program. Ties of tropical hardwoods hold up very well for many years. Rails are light by U.S. standards, with 30-pound steel typical for narrow gage. Originally ballast was obtained by crushing rock from the Maya ruins. Though this practice is no longer continued it is probably true that, at least in places, trains run over one of the world's most ancient roadbeds.

Photo by Robert H. Fuson

New *Huakax Kaak* ("fire-bull"), a General Motors GA-8, leaving Merida Central Station for Valladolid. Mayan name of the diesel is carrying on tradition of the old steamers.

Photo by Philip T. Leonard

Home-made standard-gage caboose on Merida-Progreso run. Leaf springs are attached to steel underframe by swing-shackles. Hold onto the coffee cup while you're riding!



Narrow-gage, oil-burning Mogul pulls out of Merida for Peto, 154 kilometers distant, through old Mayan territory.
Photograph by Philip T. Leonard

General Manager Galasio Luna y Luna, who took command of the UdeY only six years ago, inherited a system with many miles of unprofitable trackage and a yard full of old rolling stock and vintage engines. This man completed the job, started two or three years earlier, of removing the revenue-losing lines and rebuilding or replacing as much of the rolling stock as was financially possible. Of the more than 300 narrow-gage freight cars and 65 coaches many are wooden, but some coaches have been refurbished in the Merida shops.

When we rode the one named *Tixkokob* it had just received a fresh coat of baby-blue paint, while the open-platform car—which most of them are —sports bright-red leatherette seats with reversible backs. The windows are held in one "up" position by wooden locks; they have no glass but are of a sturdy celluloid. The rest rooms in these rebuilt cars are full-sized and modern. You get the impression that somehow 75 years have been lost and this car is part of a long-ago Sunday excursion to the beach. To call the *Tixkokob* and its sisters "quaint" and "romantic" is not enough. To say it is a "thrill" to jack up the window and let in the fragrant tropic air leaves much unsaid. These cars are hard to describe, they must be experienced.

The UdeY takes pride in its relic coaches and assigned them to first-class patrons. Older steel cars and non-renovated wooden ones serve the second- and third-class ticket-holders. Since there is no narrow-gage division longer than 111 miles and because all trains run between dawn and just after sunset, there is no need for diners or sleepers.

Steel freight cars are beginning to replace the wooden ones on the three-foot routes. Most of the standard rolling stock, about 20 coaches and 65 freight cars, are already steel. The newer rolling stock in Mexico today is built at Sahagun in Hidalgo by *Constructora Nacional de Carros de Ferrocarril* (National Railway Car Builders). This large facility supplies equipment to all Mexican railways and exports some to foreign countries, including the United States. It builds all types of steel freight cars and passenger coaches in standard gage and 36-inch gage as well as 5-foot gage stock for the Panama Railroad.

Steamers are theoretically gone from scheduled runs, though the UdeY still has nine serviceable narrow-gage locos (one 4-4-0, one 2-8-0, seven 4-6-0's) and three standard-gagers (two 4-4-0's and one 4-6-0). All of these steamers

Iron horse has not yet entirely supplanted mule in rural areas of Yucatan.

Typical Mexican station scene. Colorful vendors meet all passenger trains.

Both photographs by Jack R. Wagner

have been converted to oil. Some see yard work, especially No. 352, the ten-wheeler Baldwin dandy of the Merida standard-gage workhorses, and No. 281, a narrow-gage 2-8-0 Baldwin. Engine No. 352 sometimes pinch-hits on the Progreso Division when a diesel is in the shop or when she is needed for an extra or a work train.

ANOTHER innovation of the general manager to beef-up passenger revenue is excursion trains making the 22-mile run from Merida to Progreso for one *peso* (8 cents) each way.

These trains must be doing well, for No. 352 was running six full cars on an "off" day when we photographed her. Normally, No. 352, the heaviest steam engine in Yucatan, works the yard because of her power. Built in 1881, she is Yucatan's oldest active steamer and possibly older than any loco operating today in Mexico, the United States, or Canada. The other steamers still serviceable were built by Baldwin between 1887 and 1928. Baldwin supplied two narrow 4-4-0's to the UdeY in 1945 but both went out of service within 15 years.

General Manager Luna y Luna's goal is total dieselization. He has accomplished that on the passenger runs, except for the specials and back-ups for shopped diesels. Presently, two GM GA-8 0-4-4-0 diesels of 800 hp each handle the Valladolid and Tizimin divisions. No. 204, the modern Fire-Bull, and No. 205, the Fire-Horse *Tizimin-Kaak*) were acquired in 1964. Two GE units of the 94,000-pound variety, built in 1947, handle the chores on the Peto and Sotuta divisions.

A 500-hp GE diesel with Cummins motors makes the standard-gage run to Progreso. Besides the 1600-hp Alco on the Campeche Division, GM has furnished the UdeY with three 1800-hp GP-18 standard-gage 0-4-4-0's. Still functioning but plagued with breakdowns is a 250-hp Linke-Hofmann-Busch railcar from West Germany. When able to run, this unit makes the 108 miles to Campeche in 2 hours and 55 minutes, including 15 stops. The first-class highway bus, with only two stops, requires 3½ hours for the same run, though the highway is about 60 miles longer. Thus Luna y Luna competes favorably with the busses. The Merida-Campeche-Mexico City Pullman takes 4 hours for this run; and No. 21, an early-bird mixed train, pokes along for 5 hours.

Regardless of dieselization, there is still a pretty good chance that the persistent rail buff can find a steamer or two under the big Merida shed. And there is always one working in the yards. If you are willing to sit and wait you are likely to see a ten-wheeler or a 4-4-0 roll out with a work crew. Moreover, the Merida roundhouse is a veritable museum, with at least 20 to 25 antiques on display at all times.

The most likely chance of finding steam today is on the Progreso line, particularly the extras put on recently to handle the beach crowd. Train No. 55 to Sotuta, 53 miles from Merida, is the next best place to look for a 4-4-0, for the old GE diesel has seen better days and a back-up steamer is ready in the wings. The Peto Division, 96 miles long, offers steam on No. 51 only when its General Electric diesel and the one that it would borrow from the Sotuta train give out in unison. Don't look for any steam on the run to Valladolid run (98 miles) or to Tizimin (111 miles) with trains 33 and 31 respectively. These routes were the first narrow-gage ones to be dieselized and they pass on their old motive units to Sotuta and Peto as new ones arrive.

The absence of steam should not keep you from climbing aboard any of the three-footers. The Fire-Horse to Tizimin makes the 111 miles in 4 hours, 55 minutes; the Fire-Bull rambles over the 98 miles to Valladolid in 4 hours, 50 minutes. Peto's 96 miles are covered in exactly the same time; Sotuta's 53 miles require 3 hours flat.

THERE is little highballing on the UdeY, but on some stretches the speed reaches 45 mph; and in a wooden, open-platform, tail-end coach, with the windows open, on a 3-foot track, you really have fun. Frequent stops soon cease to become a nuisance—they are anxiously awaited. The 3:10 p.m. train for Valladolid makes 20 stops en route, or one every 5 miles. This average holds true on the other lines.

Each division runs one train a day, each way. The trains may or may not be mixed, but those that are consist usually of one or two freight cars, a mail car, and 6 to 8 coaches. These routes penetrate one of the world's leading sisal-producing regions; the

ough fiber is processed into cordage and cord products. The UdeY was created to haul this crop. But trucks, operating on a good highway network, have grabbed this major revenue-producer.

Today the most obvious item moving by rail in Yucatan is people. Everybody rides the trains. Most passenger traffic comes from Maya Indians who visit the Merida market and return the same day. Monday is the biggest travel day of all, for many people stay over in the "big" city on Sunday.

The Yucatan villages linked together by rail number among the oldest continually inhabited places in America. Many have been settled for 2,000 years. It is not unusual to see pyramids along these routes, and ruins may be found at almost every hamlet. The station names are exotic, such as Tixkokob, Cacalchen, Bokoba, Tekanto, Izamal, Kancabchen, Tunkas, and Dzitas.

A conductor and one trainman handle the train. The engine carries a crew of one, and there is usually a "butcher" who sells bottled soft drinks from a bucket. You can get food through the windows at any station—another good reason for keeping your windows open. The personnel may include the mail car and its crew. Out of Merida the conductor is pretty busy. Usually people are standing in the second- and third-class cars but seated in the first-class section. It is normal for passengers from lower-class cars to spill into the first class before departure. Sometimes the conductor can move them out and sometimes not.

The trip becomes a fiesta on wheels. A few Indians sing. There are always guitars. As the caravan slows for the village you see a huge Mayan pyramid about a 100 yards to your right—with a big cross on top. Two long blasts from the klaxon. You are now going almost 45. The track is good and well aligned. Rails glisten in the setting sun. What was that? Then you remember what a water tower looks like. Most of them in Yucatan use windmills to pump water from deep under the porous limestone.

And so it goes, through fields of sisal and Maya villages. A few Indians get off at each station and eventually you have enough room to move about. The conductor now has time to sit and chat about railroading and the land he knows so well. Maybe you will be the only person left in your car at the end of the line. Then the butcher becomes a porter and helps you off. Tomorrow the drama will be replayed.

And so it goes in Yucatan—a land discovered by a handful of shipwrecked Spaniards in 1508 but as yet almost undiscovered by the State-side railfan. And a rich adventure it would be, for things that are only memories north of the Rio Grande are still clinging to life, and a few are actually thriving. From Tampa or Miami—by air, $105 round trip—you could be in Merida in one hour and 15 minutes. The old Fire-Bulls are almost gone, but a new one is raring to show you the country.

When you get to Yucatan the UdeY is easy to find. Just ask for *Huakax-Kaak*. The Fire-Bull's corral is a well-known address.

Photo by Philip T. Leonard

Until recently, "Route of the Fire-Bulls" used wood for fuel. Loading wood at Merida was a three-man job. On the side of the tender, at lower corner, is stenciled a warning against drinking water from it. Steam locos have been converted to oil.

PASSENGER TRAIN SURVEY

by Cleland B. Wyllie

Famous *California Zephyr* is handled by Western Pacific for part of its run, but WP, seeking to discontinue all passenger business, wants to eliminate it. Here, as train No. 18, the *California Zephyr* turns off the old WP main line just north of Oroville, Calif., and crosses the Feather River on the new line which was built in order to bypass construction of the river dam.
Photograph by John C. Illman, 7400 Errol Dr., El Cerrito, Calif.

WHILE the Canadian National gets increasingly good results from its improved passenger service and its drive for more passenger business, the situation south of of the Canadian border is much less cheerful. Last year's developments in the United States included:

(1) Rail passenger business slumped 11 percent below the discouraging figure for 1966 and was more than 50 percent worse than the average annual decline of the past ten years.

(2) Even rail freight shipments and revenues sank under the 1966 level—also bad news for passenger officials.

(3) The Post Office Department picked 1967 as the year to drop most of its Railway Post Office cars, diverting virtually all first class mail to trucks and planes.

(4) Kansas City Southern Lines, hitherto regarded as a citadel of passenger operation, began trying to get out of the passenger business entirely.

(5) Finally, various delays postponed the initiation of the much-publicized high-speed train service in the Northeast, which would have provided one really bright spot in 1967.

The crusading National Association of Railroad Passengers, under the leadership of Anthony Haswell, surveying the rather bleak scene, found that only 650 intercity passenger trains were running in early 1968 with requests from many railroads for Interstate Commerce Commission permission to drop a total of 108 of them. Less than forty years ago, Mr. Haswell estimates, at least 20,000 passenger trains were burnishing U.S. rails. The NARP, headquartered in Chicago, has a growing membership of nearly 2,000. Unfortunately, most of its efforts have to be concentrated on fighting a rear-guard action to keep some key trains alive rather than promoting travel on the truly passenger-oriented roads.

We don't know exactly when the Penn Central version of Japan's ultra-fast New Tokaido Line will link New York with Washington, manned by personnel trained to give efficient, courteous service; but the latest word is that it has been postponed "indefinitely."

Possibly, around the time you read this article the Canadian National's TurboTrains will be running between Montreal and Toronto; and in the near future somewhat similar trains should be rolling on the New Haven between Boston and New York.

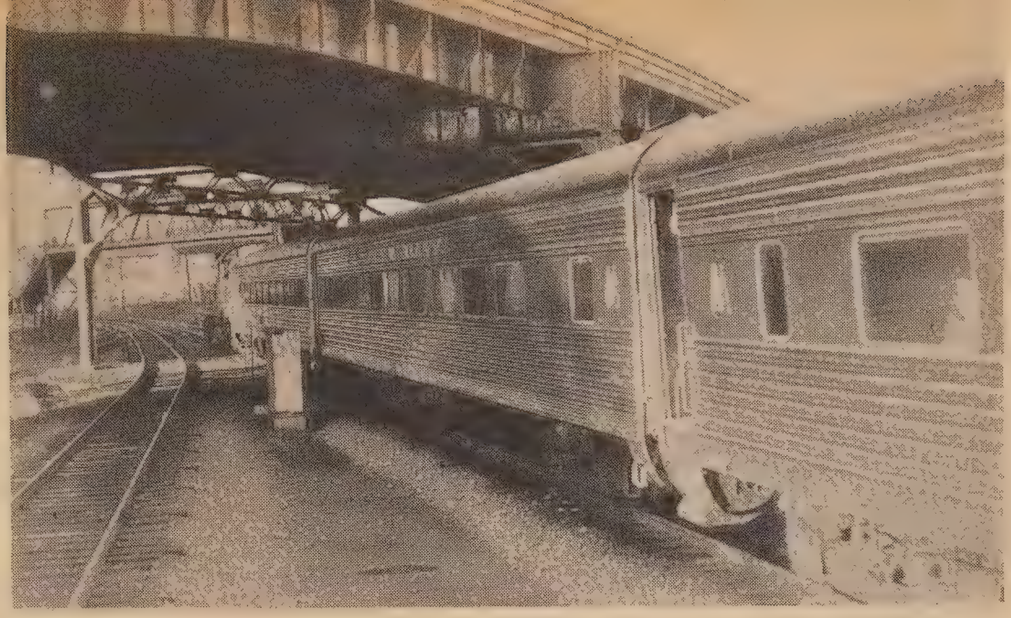
Congressmen, state legislators, and regulatory commissioners talk a lot but haven't taken much action.

Alan Boyd, Secretary of Transportation in the Cabinet, made a classic statement: "Andrew Jackson was the first President to ride a train. We think one of our responsibilities at the Department of Transportation is to see that President Johnson is not the last." But Congress is far from helpful. A stingy House Appropriations Committee refused to authorize $3.5 million to finance that department's test project on the Seaboard Coast Line to see if motorists would put their automobiles aboard special rail cars and thus avoid driving between Washington, D.C., and Florida. The same committee showed little reluctance to earmark multi-millions for noisy supersonic planes.

Just recently, *The Wall Street Journal* reported that Ford Motor Co. was picking up the tab and would build and operate trains of special-type automobile-carrying cars. The report was overoptimistic. Actually, Ford is only studying the feasibility of such a project. There is little likelihood that the travel concept used successfully in Europe will cross the Atlantic very soon.

The rail labor unions consistently oppose all efforts to abandon passenger trains, which is commendable, but they lapse into silence when there is serious talk of making train costs more competitive with those of rival forms of transportation. On this subject, the Burlington has produced some chilling figures, claiming that it costs them $2,288 in wages to run the *California Zephyr* 1,034 miles between Chicago and Denver, while the comparative expense for the crew of a 727 jet plane is only $391. (However, one train could carry considerably more people than a plane.) Total expenses for the distance mentioned, says the Burlington, amount to $5,400 for the train and barely $2,500 for the plane. Since wages represent nearly half the cost of running the *Zephyr,* this could be a fruitful area for discussions on how to make the passenger train more competitive.

AT THIS writing, the Canadian National is widely advertising a choice of 21 unescorted rail tours from May 15th to September 15th, with departures from Montreal, Toronto, Winnipeg, Vancouver, and even Chicago. These tours range in price from $99 to $599 and in time from 5 to 15 days and include the option of an 8-day cruise, Vancouver to Skagway, Alaska, aboard CN's liner *Prince George.*



First stainless-steel car on Long Island Rail Road are 15 former New York Central long-distance units. Refurbished by LIRR with 3-and-2 seating, they are used in fast commuter service, are not mixed with other stock in trains.

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Helped by the popular Expo 67 in Montreal, the CN's passenger revenue soared to $82.5 million last year, the biggest annual increase since the upturn began in 1962. But progress toward the financial break-even point was slowed down by a sharp increase in costs, due chiefly to wage settlements stemming from the Canadian railway strike in late '66. Even so, the National managed to absorb the increase without adding to its deficit, and there is some chance that a break-even can be achieved in the 1970's. To do that, the new TurboTrains should get into full service very soon, for the CN will need them to exceed its 1967 record.

Despite some reports, CN isn't giving up on transcontinental operation, although the *Panorama's* schedule has been altered to improve service to Winnipeg. Extra summer service is being provided again as usual but for a shorter period than in 1967.

Expo 67 likewise boosted the Delaware & Hudson, which, thanks to its former president, F.C. Dumaine, Jr., is now highly passenger-minded. That road recently picked up 16 additional passenger cars, mostly from the Denver & Rio Grande Western, and has dropped all thought of abandoning its two daytime trains and two overnight runs between New York and Montreal. Penn Central handles the Albany-New York segment of these trips.

Another American road, the Grand

Interior of United Aircraft TurboTrain shows airliner influence. All cars have carpeting and draperies; center cars also have reclining seat backs, individual reading-lamps, and a table at each seat for dining or writing. Everything seems cozy.

Illinois Central's famous *Panama Limited* is no longer all-Pullman; it now carries coaches as the *Magnolia Star*. First-class accommodations are still available, such as the *Mardi Gras* parlor car, shown above, still representative of luxury rail travel.

Trunk Western, is following the example of its owner, the Canadian National, in actively promoting passenger service. Its new vice president and general manager, John Demcoe, took over January 1, 1967, and his progressive policies are good for train riders. Mr. Demcoe's expansion of commuter operation between Pontiac and Detroit has boosted patronage. Last October 29th he inaugurated the fastest train in GTW history, the *Mohawk*, between Detroit and Chicago, replacing a lightly patronized overnight run.

The *Mohawk*, with a late-afternoon departure from both terminals, makes a limited number of stops—at Royal Oak, Birmingham, Pontiac, Durand, Lansing, and Battle Creek in Michigan and at South Bend in Indiana—and covers 320 miles in five hours and 40 minutes. This is the same schedule as Penn Central's competing train (formerly known as the *Twilight Limited*), which has 37 fewer miles to cover. Furthermore, the GTW train runs on time, while the Penn Central's on-time performance is nothing to brag about.

Currently the *Mohawk* is well patronized by club-car passengers, but it needs more coach riders. Detroit, seemingly wedded to the automobile and airplane, is not providing much patronage. Mr. Demcoe will run it for at least a year to test the somewhat encouraging upward trend in business. If the public responds, it will get an even faster schedule, possibly additional service. Reaction to the *Mohawk* may give a clue about public response to good service before the high-speed trains hit the rails.

Riding the train *George Washington* to write a feature article for the *Cincinnati Enquirer*, journalist H.A. Pence, Jr., finds its cars clean, its food good, and the C&O and B&O really interested in passengers.

Free pillows, tagged with an invitation to overnight coach passengers to "Sleep like a Kitten," are now being provided on trains of the associated Chesapeake & Ohio and Baltimore & Ohio. "Although this is a small item," says David A. Watts, Jr., director of passenger service for those roads, "it is further evidence of our continuing effort to encourage rail travel."

Meanwhile, the Illinois Central, elevating its passenger service to the vice president's level, has brought in from C&O-B&O the brilliant Paul Reistrup, who is making wide surveys to discover what travelers really want. Instead of seeking permission to take off the IC's all-Pullman *Panama Limited*—which was reportedly piling up an annual deficit of about $1 million, mainly because there wasn't enough business between Chicago and New Orleans—he popularized the service by adding coaches. The new consist runs under the name of *Magnolia Star*. Thus coach riders are boosting the number of through passengers and offering some hope that a great train will soon be back in the black.

Mr. Reistrup is counting most on three areas: Chicago to Florida, Chicago-New Orleans, and between Chicago and the two big state universities at Champaign-Urbana and Carbondale. The Illinois Central's parlor-car business has been growing since 1958, bucking the national downward trend. Equipment-wise, the IC can stay in the coach business well into the 1970's.

THE MERGER which created the Seaboard Coast Line has permitted a better spacing of New York-Florida trains. The *Florida Special* was back in service last winter. J.R. Getty, vice president for passenger traffic, says the company "has great plans for a fine passenger service for the territory in which it operates."

The Milwaukee Road, the Union Pacific, the Northern Pacific, and the Great Northern also seem to be interested in passengers, but the Burlington's over-all position isn't too clear as yet; and there is doubt about final results of the Santa Fe's efforts to curtail passenger service sharply. If John Reed, the Santa Fe's pro-passenger president, were given a free hand to run his railway as he sees fit, the attempted cutback might turn out to be less severe. At any rate, whatever pas-

senger trains the Santa Fe does offer, you can be sure they will be among the best in the country.

Aside from the cases just mentioned, few railroad managements in the U.S.A. show much love for passengers. Most operating departments seem to feel that such trains get in the way of freights. According to Jim Sites, an alert assistant vice president for public relations of the Association of American Railroads, about 90 percent of the nation's negative attitude toward railroads concerns passenger service.

Among other things, the comfort and luxury of Pullman sleeping cars are "heading for the last roundup." Proof of this is seen in the fact that at St. Louis only a dozen regularly assigned sleepers a day pull out of huge Union Station. The golden days of rail passenger travel, midway between the two world wars, boasted ten times that many. Oldtimers recall when an almost solid line of Pullman conductors, resplendent in smart uniforms, stood outside the train gates checking passengers for their accommodations. The Pullman Co. was then operating a mighty fleet of 7,500 cars on 137 railroads. Today, 57 roads own its depleted sleeping-car business and are running it at a loss.

Peter Lyon's controversial new book, *To Hell in a Day Coach*, which this magazine reviewed last month, is intemperate, vitriolic, and peppered with statements which should have been qualified or explained. Even so, it is a fairly accurate view of the frustration a great many travelers feel, rightly or wrongly, with regard to trains. Much of Peter Lyon's unhappiness may have stemmed from experiences with the old New York Central. Alfred Perlman, who had headed the Central since 1954, says he favors passenger service and he cites a long list of steps he has taken to encourage it. But in 1957 he raised fares inordinately high, which nearly priced his railroad out of the business, and the new equipment he experimented with was not too popular.

Slowly but surely, too, the Perlman management cut the hours of service at ticket offices to such a point that the public not only had difficulty in getting information but often had to buy tickets on the trains. Finally, just before the merger, the famed *20th Century Limited* was scuttled without even advance notice; and no effort was made to emphasize that overnight service, though somewhat slower, was still available.

The New York Central also discontinued the *Wolverine* between New York and Chicago but is still operating Nos. 17 and 8 through Detroit.

No system timetables could be had for several weeks after the schedule changes of last December 3rd. When at length they were available early in January, what the company had done became apparent. The *Century's* unnamed replacement and the *Wolverine* were now running as one train between New York and Buffalo; then they split westbound and merge on the eastbound run. We wonder how many people got the impression that overnight service had ended. The further drop in patronage that resulted will probably be used to bolster an application for ICC permission to abandon the long-haul train.

GETTING back to the Canadian National, we note some developments of a constructive nature:

(a) The diversion of first class mail from the rails in the United States is termed a disaster; but in Canada this trend has been under way for the past ten years, during which period the CN has been increasing its passenger volume every year, thus offsetting the loss of mail revenue.

(b) In the area of competitive fares, the Canadian National shows both imagination and willingness to fight for traffic. Check the Red, White, and Blue fares and you'll find that even at the top level (Blue), the CN is quite competitive with Air Canada's first class fare. This may explain its success in transcontinental business between Montreal-Toronto and Vancouver. The maximum Blue fare is $54. Add to that $40 for a roomette, with all meals included, and the railway's highest possible fare comes to $94, whereas Air Canada's economy fare is $120, first class $165.

By the time you read these words, the Canadian National will have set up a new pricing plan dividing Canada into three zones. Garth C. Campbell, its capable general manager of passenger sales and services, won't let the rail system price itself out of the market or peg fares above those of airlines.

(c) While the CN is speeding up trains, United States roads in general have adopted a slowdown. The CN's reduction in time between Montreal and Toronto is only part of the story. Montreal-Vancouver trains are nearly 24 hours faster than they were in the mid-1950's. Montreal-Halifax service also has been expanded and made faster.

(d) Extensive marketing studies and vigorous promotion of rail travel are basic in the Canadian National program. South of Canada, however—the Seaboard Coast Line and the D&H being notable exceptions—most railroads have left the advertising field to the airlines.

(e) There is much evidence that the Canadian National constantly aims to make rail travel as comfortable and convenient as possible. It benefits from being a transcontinental line, since its passengers can expect the same level of treatment throughout the system. In the United States however, a rail traveler never knows for sure what kind of service he will encounter when he changes to a connecting road.

It is hardly necessary for us to point out that most railroads in the U.S. fall behind Canadian National in the foregoing areas. Maybe the long-promised high-speed operation between Boston and Washington will pull aside the curtain of gloom in the future, letting in a few shafts of sunlight for those of us who like to ride trains.

Gary G. Allen, 215 E. Palmer Ave., Glendale, Calif.

Last Santa Fe Alco passenger diesels to and from Pasadena, 76 and 74, pull an official train with two business cars and club car through South Pasadena Jan. 1, 1968.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***Did Canadian National or Canadian Pacific ever have any geared steam loocs?***

Canadian National had none. Canadian Pacific had three Shay-geared locos in the early 1900's, all three-truck models built by Lima. They were intended for main-line freight service on the old "Big Hill" east of Field, B.C., but their maximum effective operating-speed of about 15 mph. proved too slow for the main line. So they were transferred to southern British Columbia, where they worked on the mine spurs around Grand Forks, Eholt, and elsewhere until they were retired shortly before World War I.

Each had three cylinders 15x17″, driving-wheels 41″ in diameter, and boiler pressure of 180 lbs. per square inch. No. 111, built in 1900, weighed 247,550 lbs. in working order, was renumbered 1901 in the year 1902, then 5901 in the year 1912, and was scrapped in 1914. No. 112, built in 1902, was renumbered 1902 in the same year; also weighed 247,550 lbs. and was scrapped in 1911. The number 113 had been reserved for the third Shay, which was built in the year 1903 and was renumbered 1903 in the new series. She weighed 250,550 lbs. in working order, was renumbered 5903 in the year 1912, and was sold in 1913.

This information comes from Omer Lavallee of the CP, who says many geared locos also were operated by logging and industrial companies in western Canada. About half a dozen are still in use in British Columbia.

2 ***I understand that Ringling Bros. and Barnum & Bailey Circus will launch two road shows next year. Will both travel by rail?***

Yes. Both will be the same size, with the same type of performance. Acts, booked on two-year contracts, will alternate between the two units. The present circus train is 25 cars. Cars needed for the second train are being converted from standard coaches at Venice, Calif.

3 ***When different types of diesel units are operated in multiple, what mechanism compensates for differences in horsepower, engine rpm., and traction motor gear ratio?***

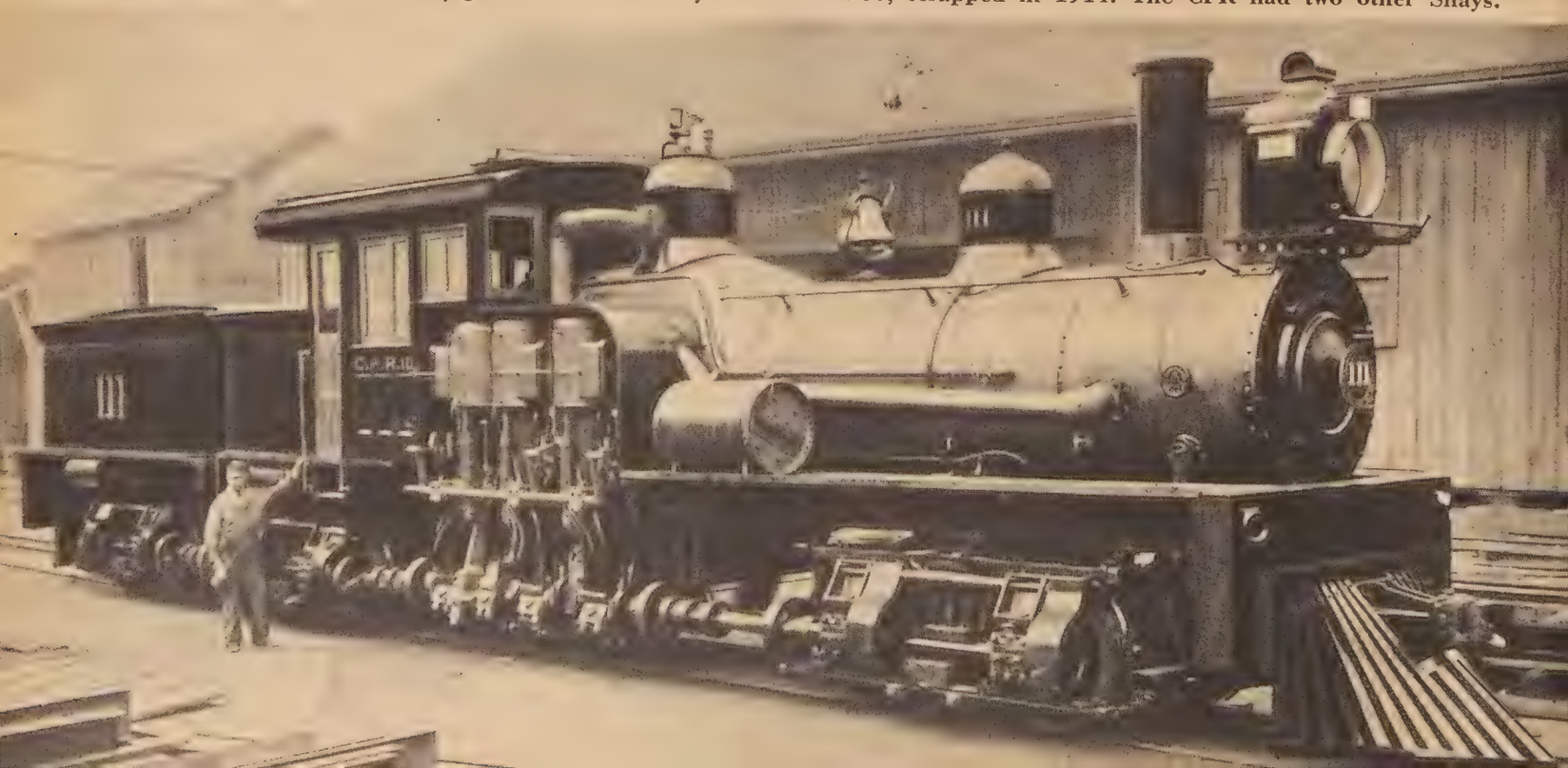
Nothing, advises our technical editor, Sy Reich. The multiple-unit system selects, at each notch of the controller, a portion of the maximum power output of each unit in the multiple operation. This power output is limited by the current (tractive effort) in low speed ranges and by the diesel engines' potential in high speed ranges. One of the design criteria for diesel locos is to match the drawbar pull of every unit as a percentage of maximum power for each notch at the controller for every speed. Hence, when different types of units are being operated in multiple, the total load is not shared equally by the various units.

4 ***Did the Pittsburgh & Lake Erie lose its separate identity when its parent road, the New York Central, merged with the Pennsy?***

No, it bears the same relationship to the Penn Central as it did to the New York Central, reports Arnold Joseph, who investigated for us. Its freight cars carry the P&LE name as well as the Penn Central emblem but it retains its separate name and corporate identity as a subsidiary of Penn Central.

5 ***What can you tell me about the 4-6-0 loco and combination coach used in TV serial "Petticoat Junction"?***

Canadian Pacific No. 111, Shay-geared loco built by Lima in 1900, scrapped in 1914. The CPR had two other Shays.



Rogers Locomotive Works built the engine (shop No. 4493) in 1891 at Paterson, N.J., for the Prescott & Arizona Central. Drivers 56", cylinders 17x24", weight 100,000 lbs., boiler pressure 160 lbs., tractive effort 17,470 lbs. California's Sierra Ry. (now Sierra RR.) bought this engine in 1897 as No. 3 and has since leased her for use in many feature movies and several TV shows. W. J. Holman Car Co. built the 36' "combine" (No. 5) for a Sierra branch with many sharp curves.

Outdoor shooting for "Petticoat Junction" is done on the Sierra main line between Jamestown and Chinese Camp. Studio shooting is done with a full-size wood and fibreglass replica of Rio Grande Southern ten-wheeler No. 20 (the original is now on display at Colorado Railroad Museum in Golden, Colo.) and an exact duplicate of Sierra coach No. 5.

6 ***I am seeking an old poem entitled "I Don't Know Why."***

Here it is, dated 1917, anonymous.

When I started on the Central
'Long in 1858 or nine,
I used to think the trips
Were all so very fine.
But later, when the novelty
Wore off, it got to be
That every trip was harder
Than the one before, to me.

But then I got acquainted
With a girl near Jackson's Hill.
She put new interest in my life
And there she keeps it still.
As we'd turn the Jackson curve
My spirits would revive;
I'd feel chipper as a colt,
And glad to be alive.

Oh, it's nice to have a sweetheart
In the city, too, I guess,
Where each girl's a queen of fashion
With a studied taste in dress.
But a sweetheart in the country,
Where the trains go whizzing by.
Waiting and a-waving her sunbonnet
Always cheers me: I don't know why.

7 ***Where can I get information on the meanings of railroad block signals?***

Each railroad has its rulebook showing all of the signal indications in force on that road (or division) and their meanings. The rulebook is the only authoritative source of signal information for any particular road; however, a list of recommended signal indications, including semaphores, color lights, position lights, and color-position lights, is contained in the AAR publication, *American Railway Signaling Principles and Practices;* Chapter II, Symbols, Aspects, and Indications. The book is available for 55¢ from the Signal Section, Association of American Railroads, 59 E. Van Buren St., Chicago, Ill. 60605, reports Sy Reich, an expert on signaling.

8 ***Describe the deGlehn compound locomotive tried by the Pennsy in the early 1900's.***

An experimental balanced compound 4-4-2, the deGlehn loco was built in 1904 by the *Societe Alsacienne de Constructions Mecaniques* of Belfort, France, and was bought by the PRR to test the merits of its design. Numbered 2512, she was displayed at the Louisiana Purchase Exposition in St. Louis the same year, where she was operated on a roller test-plant for public view, much as was the streamlined S-1 at the New York World's Fair, 1939-'40. The deGlehn was a fine piece of workmanship but proved too light for PRR passenger service, since she was put to use around the time all-steel passenger cars were being introduced, and her complicated, non-standard mechanisms required excessive maintenance. She was out of service by 1912, and her number was applied to an E6s Atlantic in 1914.

9 ***This June I graduate from high school. A career as railroad telegrapher-dispatcher interests me. Do the railroad companies hire trade-school graduates and train them?***

"Some do and some don't," replies John P. Spikes, Sr., a retired B&O chief dispatcher, to whom we sent this question. "It depends upon which company you contact. Many prefer to hire people who live along the line of the road. However, it seems like a waste of time to learn Morse telegraphy. Very few roads today require that a 'telegrapher' actually be a Morse operator. Your best procedure is to talk to a local operator, agent, or other railroader, who is almost invariably friendly."

10 ***What happened to the old Pennsylvania, Poughkeepsie & Boston? Your February issue carried a picture of its locomotive No. 2.***

In 1895 it became the Lehigh & New England, abandoned several years ago.

11 ***How many diesel-hydraulic locomotives does Southern Pacific have in service? What can you tell me about them?***

The first three, then newly designed with 3600 hp., were bought from Krauss-Maffei, Munich, Germany, in 1961. Three similar units, acquired by the Denver & Rio Grande Western that same year, were purchased by SP in 1964. Also in '64, the SP bought fifteen 3600-hp units from Germany and three 4000-hp units from Alco, making an all-time total of 24 diesel-hydraulic locos on SP rails. Acquisition of them has been basically experimental.

Diesel-hydraulics differ from the conventional diesel-electrics in that their power from the diesel engines is transmitted through hydraulic transmission with three torque converters and a system of cardan (universal-joint) shafts to gear boxes on the axles of the driving wheels, rather than through an electric generator and traction motors mounted on the driving axles. The transmission is also equipped with a hydro-dynamic brake comparable to electro-dynamic brake on the conventional diesel-electric. SP had three main reasons for its interest in the hydraulic principle:

(a) *Higher horsepower per unit.* At the time SP ordered its first 3600-hp units, the biggest single-unit diesel-electric loco offered by domestic builders provided only 2400 hp. The railroad needed larger-output units for increased hp. to maintain faster operating schedules, to get more power for climbing grades, and to lessen the total number of motive power units required on each train. Domestic builders have since developed diesel-electrics with progressively higher hp., until now they are marketing 3600-hp. single-engine diesel-electric units.

(b) *Improved rail adhesion.* SP wanted to test a means of overcoming the tendency of driving wheels to slip as hp. per unit was increased. Wheels and axles on each truck of the diesel-hydraulic loco are coupled by cardan shafts. Operational experience and road tests with diesel-hydraulics confirmed that the coupled driving axles and smoothness of hydraulic transmission improve the rail adhesion.

(c) *Relative performance and maintenance.* Southern Pacific investigated the hydraulic principle of propulsion to determine its relative performance and maintenance costs as compared with diesel-electric operation. Experience has shown that the hydraulic transmission, cardan shafting, and geared axle drives can provide a very reliable means of propulsion, with competitive maintenance costs.

However, SP is phasing out the German-built units as they come due for major repairs, chiefly because of problems connected with the high-speed engine. One difficulty with the German engine is its complex construction and its inaccessibility for ready repair. The additional time required for repairs on the German units adversely affects both their serviceability and maintenance cost, as compared with American power. The domestic diesel-hydraulic overcomes this problem by using a standard diesel engine better suited to American maintenance.

The German engines also had air-intake problems in mountain operations that included long tunnels on ascending grades. This limited their use to valley service. Other problems such as improper heat treatment of final drive gears and deficiencies in the German

Southern Pacific diesel-hydraulics 9022 (ex-D&RGW 4002) and 9014 handle 81 cars near Giant, Calif., Jan. 1965 (see item 11).
John C. Illman, 7400 Errol Dr., El Cerrito, Calif. 94530

design bearings also were encountered, but none of these involved the basic design of hydraulic propulsion. SP has "modernized" four of the Krauss-Maffei units to overcome some of the deficiencies and to improve performance.

Running Extra

Readers often ask where they can buy railroad song records. Latest such request comes from Joe Miller, 35 Devon Rd., Hempstead, N.Y. 11550. An item in our March issue prompted this note from Ronald S. Lane, 2839 Village Dr., Columbus, Ind. 47201: "An authoritative book on folk music, *Native American Balladry,* by Malcolm Laws, lists only 3 train wreck songs that are widely popular: *Casey Jones, The Wreck of the Old 97,* and *The Wreck on the C&O.* Among recent LP recordings are Flatt & Scruggs' *Folksongs of Our Land,* Joan Baez's *Vol. 2,* Doc Watson's *Home Again,* the Carter Family's *Railroad in Folksong* (re-issue of 1929 recording), and a Library of Congress release, *The Railroad in Song and Ballad,* all of which include *The Wreck on the C&O.*"

Ted Gay says (Feb. issue) that some roads simultaneously operate different passenger trains with the same number on different parts of the system. "The Great Northern does this," writes Dean Ogle, 325 Ash St., 209, New Westminster, B.C., Canada, "with trains 3 and 4: the *Dakotan,* between St. Paul, Minn., and Minot, N.D., and a *Western Star* connection in Montana between Harve and Great Falls."

"In the last century, 3 coaches from Jackson & Sharpe and 5 from Gilbert & Bush were bought for use in New South Wales," writes D. Estell, 9 Noel St., Wollongong 2500, N.S.W., Australia. "Who can tell me the history of those two companies?"

Odis Leroy Lashbrook, get in touch with your daughter, Mrs. Elby N. Tyson, Sr., Rte. 4, Box 199, Wesson, Miss. 39191. She hasn't seen you since she was a baby. She says you are about 42, once worked for the GM&O in Alabama, and were last known to be living in North Carolina.

Info. on names of steam loco types as classified by the Whyte system is wanted by Frank R. Lester, Lasco Corp., 5362 Paradise Rd., Las Vegas, Nev. 89109. He has tabulated well-known names such as 4-4-2 Atlantic, 2-6-2 Prairie, 2-8-0 Consolidation, etc., but seeks names of odd types.

Info. about Jimmie Rodgers, the "Singing Brakeman," is sought by Jeff Kovacs, 491 South Park Dr., Perth Amboy, N.J. 08861, who also wants to know about other railroader-singers.

Grand Trunk Western experts may be able to help John J. Hoeltzel, 1013 Gordon St., Midland, Mich. 48640, who bought a GTW bell and asks which engine it came from. Bell is 16½", has TDC internal bell-ringer patented 1924, marked 4 and 47; frame number is 125756.

Some time ago we said Tenino, Wash., was named for the first loco to pass through that area of the old Olympia & Chehalis Valley narrow-gage (now NP). "Who knows of other towns named for engines?" asks Charles F. Hubbard, 650 Mariposa St., Denver, Colo. 80204.

Switchman's lantern with the initials GS&F is owned by John Spencer, 164 Sands Ave., Monroe, Ohio 45050, who asks what they stand for. (Georgia Southern & Florida, now Southern.)

"When was the New Haven's block signal system installed?" asks Gerald J. Georgini, 80 Homecrest Dr., Kensington, Ct. 06037.

Info. on renumbering of New Orleans & North Eastern freight cars and cabooses when the NO&NE became part of Southern Railway System in 1916 is wanted by A.S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062.

Answering Charles Hopkins's inquiry (March *Railroad*) about the old Virginia & Tennessee, Lou Baranello, 1907 Wilkins St., Burlington, N.C. 27215, writes: "Its tracks from Bristol, Va., to Lynchburg, together with those of the Southside Ry. from Lynchburg to Petersburg, and those of the Norfolk & Petersburg between this road's namesake cities, formed in 1866 one of the earliest through routes between Memphis and Norfolk. Lower end of the route was formed by the Memphis & Charleston from Memphis to Chattanooga and the East Tennessee, Virginia & Georgia from Chattanooga to Bristol. The latter two lines are now part of the Southern. The first 3 roads were consolidated into the Atlantic, Mississippi & Ohio in 1870, which went into receivership in 1876. Receivers reorganised the road in 1881, renaming it Norfolk & Western. Later the Pennsy got control of N&W, which it continued to control until recent PRR-NYC merger proceedings resulted in Pennsy's divestiture of N&W control."

Civil War details come from Carl B. Sterzing, Jr., of N&W Law Department: "The 204-mile mountainous V&T was Virginia's longest railroad when the war of 1861 began. During the war it sustained 10 full-scale Yankee raids, but 8 times it managed to reopen for business in a few days or few weeks. Two prime reasons caused this destructive attention by the North: (1) V&T was the only direct artery connecting eastern Virginia with Tenn., Ala., Miss., and La., and (2) the Saltville mines on

the still-extant branch in Smyth County, Va., were the Confederacy's only developed source of salt. Abraham Lincoln called V&T 'the gut of the Confederacy.' "

Brief history of the Scranton, Montrose & Binghamton and the Lackawanna & Wyoming Valley is needed by Robert C. Beers, 9 Martha Rd. (Vestal), MR 93, Binghamton, N.Y. 13903, for use in connection with the non-profit Harpur Hills Ry. Museum of which he is director.

History of the Pullman car *Imperial State* is wanted by Dave Phillips, 66 Gulf St., Shrewsbury, Mass. 01545.

"Who can supply details, including color schemes on the locos and passenger cars that the Delaware & Hudson recently bought second-hand?" asks Anthony Sassa, 356 Devereaux St., Philadelphia, Pa. 19111.

"What railway had the initials P&NB?" asks Mrs. Wade Rendle, RD 1, Box 291, West Pittston, Pa. 18643. She has an old photo of 0-6-0 No. 51 with these initials and a square-diamond-shaped emblem.

Noting item in our May issue about the widest gage ever used in the U.S.A., Elliott Kahn says the Slidell Brick & Tile Co., of Slidell, La., used to operate an electric transfer flat car, with trolley pole, on a 15-foot-gage track within its grounds. Several western logging outfits used temporary track of 9-foot gage with Climax locos.

"Do any railroads post bond for insurance instead of buying insurance from regular underwriting firms?" asks Donald Jilson, Box 12, Lowman, N.Y. 14861.

Info. on Pennsylvania's old Oil City & Pithole; Reno, Oil Creek & Pithole; Kersey Land & Mineral; and Villons, Warren & Franklin railroads is wanted by Clyde L. Collom, RD 4, Meadville, Pa., who is compiling data for articles or a book. Photographs of rolling-stock of Penna. Petroleum Products Co. are also wanted.

William Giles, a former division superintent of the Burlington who once lived at Wymore, Neb., had a son, William, Jr., and a daughter, Adelaide. Will those youngsters please write to their cousin, Mrs. Robert J. (Bernice E.) Cashman, 7188 Kensington Dr., Indianapolis, Ind. 46226? She doesn't know where they live.

KANSAS CITY SOUTHERN RAILWAY
including LOUISIANA & ARKANSAS RAILWAY

Present-day locomotive roster compiled by Sy Reich

Railroad	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
L&A	6-7, 11-12	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	1
KCS	20	2000	GM-EMD	E7A	A1A-A1A	54,360	326,110	1948	1
KCS	21	2000	GM-EMC	E3A	A1A-A1A	52,500	315,000	1939	2
KCS	22	2000	GM-EMC	E3A	A1A-A1A	52,525	315,150	1939	3
KCS	23	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	4
KCS	24-25	2000	GM-EMD	E6A	A1A-A1A	55,040	332,900	1942	3
KCS	26-29	2250	GM-EMD	E8A	A1A-A1A	54,500	377,200	1952	
KCS	30A-31A	1500	GM-EMD	F3A	B-B	60,525	242,100	1947	
KCS	30B-31B	1500	GM-EMD	F3B	B-B	61,775	247,600	1947	
L&A	32A	1500	GM-EMD	F7A	B-B	61,275	245,100	1949	
L&A	32B	1500	GM-EMD	F7B	B-B	52,210	248,840	1949	
L&A	33A	1500	GM-EMD	F7A	B-B	62,050	248,200	1949	
KCS	33B	1500	GM-EMD	F7B	B-B	59,150	236,600	1949	
L&A	40-41	1500	FM	ALT 200.2A	B-B	63,350	253,400	1949	6
KCS	50A, D-53A, D	1500	GM-EMD	F3A	B-B	57,400	229,600	1947	5
KCS	50B, C-53B, C	1500	GM-EMD	F3B	B-B	55,860	223,440	1947	5
KCS	54A, D	1500	GM-EMD	F3A	B-B	57,455	229,820	1947	5
KCS	54B, C	1500	GM-EMD	F3B	B-B	55,915	223,660	1947	
L&A	55A, D-58A, D	1500	GM-EMD	F3A	B-B	57,235	228,940	1948	5
L&A	55B, C-58B, C	1500	GM-EMD	F3B	B-B	55,930	223,720	1948	5
L&A	59A	1500	GM-EMD	F3A	B-B	57,825	231,300	1948	5, 13
KCS	59B, C	1500	GM-EMD	F7B	B-B	57,525	230,100	1950	
KCS	59D	1500	GM-EMD	F7A	B-B	57,125	228,500	1950	
KCS	60A-61A	2000	FM	ALT 200.6	A1A-A1A	57,900	346,900	1946	7, 5
KCS	60B-61B	2000	FM	ALT 200.6	A1A-A1A	57,950	347,100	1946	5, 7
KCS	60C-61C	2000	FM	ALT 200.6	A1A-A1A	57,380	344,300	1947	5, 7
L&A	62A, C	2000	FM	ALT 200.6	A1A-A1A	56,700	340,200	1947	7, 5
L&A	62B	2000	FM	ALT 200.6	A1A-A1A	55,800	334,800	1948	5, 7
KCS	70A, C-71A, C	1500	GM-EMD	F7A	B-B	58,900	235,600	1949	
KCS	70B-71B	1500	GM-EMD	F7B	B-B	61,950	247,800	1949	
KCS	72A, D-73A, D, 74A	1500	GM-EMD	F7A	B-B	57,100	228,400	1950	5
KCS	72B, C-75B, C	1500	GM-EMD	F7B	B-B	57,975	231,900	1950	
L&A	74D, 75A, D	1500	GM-EMD	F7A	B-B	61,350	245,400	1951	
L&A	76A, D	1500	GM-EMD	F7A	B-B	57,750	231,000	1951	
L&A	76B, C, 77B	1500	GM-EMD	F7B	B-B	61,975	247,800	1951	
L&A	77C, 78B, C, 79B	1500	GM-EMD	F7B	B-B	57,800	231,200	1951	
KCS	100-109	2250	GM-EMD	GP30	B-B	64,650	258,600	1962	
KCS	110-119	2250	GM-EMD	GP30	B-B	61,980	259,480	1963	
L&A	150-154	1500	GM-EMD	GP7	B-B	60,925	243,700	1951	
KCS	155-162	1500	GM-EMD	GP7	B-B	60,800	243,200	1953	
KCS	163-165	1750	GM-EMD	GP9	B-B	61,100	244,000	1959	
KCS	600-613	3000	GM-EMD	SD40	C-C	96,435	403,120	1966	
KCS	1100	1000	GM-EMC	NW2	B-B	61,700	247,000	1939	
KCS	1101-1102	1000	GM-EMD	NW2	B-B	61,700	247,000	1941	
KCS	1110-1113	1000	Alco-GE	RS-1	B-B	63,900	255,600	1943	8
L&A	1114	1000	Alco-GE	S2	B-B	57,900	200,000	1940	9
KCS	1120	900	Alco	HH 900	B-B	59,825	239,300	1937	10
KCS	1121	1000	Alco	HH 1000	B-B	59,700	238,800	1940	11
L&A	1122-1123	1000	Alco	HH 1000	B-B	59,865	239,460	1940	11
L&A	1125-1126	1000	GM-EMD	NW2	B-B	60,582	242,330	1942	
KCS	1150	660	Baldwin	VO 660	B-B	50,025	200,100	1946	12
L&A	1160-1163	1200	BLHW	S-12	B-B	55,125	220,500	1951	
KCS	1200-1203	1000	GM-EMD	NW2	B-B	61,700	247,000	1946	
KCS	1204-1211	1000	GM-EMD	NW2	B-B	61,700	247,000	1946-7	
L&A	1212-1221	1000	GM-EMD	NW2	B-B	61,565	246,260	1948	
KCS	1222-1226	1000	GM-EMD	NW2	B-B	61,200	244,800	1949	
KCS	1300-1309	1200	GM-EMD	SW7	B-B	61,175	244,200	1950	
L&A	1310-1315	1200	GM-EMD	SW7	B-B	61,925	247,700	1951	
KCS	1500-1503	1500	GM-EMD	SW1500	B-B	63,504	259,300	1966	

KCS and L&A Notes

Roster is based on data from KCS-L&A's supt., of machinery, KCPSFO's and Precision Engineering's assistant vice pres. It is accurate as of Dec. 26, 1967. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; FM, Fairbanks Morse; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse;.

(1) 6-7, 11-12, 20 were originally Maine Central 705-709, then L&A 6-7, 11-12, and KCS 20.

(2) 21 was originally GM-EMC demonstrator 822, then KCS 21. Scrapped.

(3) 22 and 24 were scrapped.

(4) 23 rebuilt to E8A with 2250 hp.

(5) 50D, 51D, 52A,B,D, 53A, 54D, 55B, 55D, 56A, 57A, 60A,B,C, 62A,B, and 74A were sold to GM-EMD in trade for new power. Disposition of 59A is unknown to us.

(6) 40 scrapped. 41 was repowered with GM-EMD engine, renumbered 45.

(7) Units with A and C suffix were cab units. Units with B suffix were booster units. Disposition of 61A,B,C is unknown to us. 60A,B,C-61A,B,C, and 62A,B were repowered with GM-EMD engines to 1750 hp. 62C was sold to S.A. Rose Salvage Co.

(8) 1110 sold to Geo. T. Cook Co.

(9) 1114 was originally Kansas City Terminal 51, then Prolerized Steel 115, then Precision Engineering 115, then L&A 1114.

(10) 1120 was originally Youngstown & Northern 211, then KCS 1120 (4/56), then Kansas City Public Service Freight Operation 1120. Scrapped 7/65.

(11) 1121-1123 were originally Manufacturers Ry. 201-203 (4/56), then KCS 1121, L&A 1122-1123 Nos. 1121, 1123 sold to GM-EMD 11/66 in trade for new power.

(12) 1150 sold to Precision Engineering, which has no record of ever owning this unit.

(13) 59A was originally GM-EMD demonstrator 59A, then L&A 59A.

W.D. Caillef, Jr., 827 Natchez, Shreveport, La.

KCS freight is led uphill near Mooringsport, La., by diesels leased from CGW.

Interesting Railfans No. 66:

GILBERT A. FOSS

by Freeman Hubbard

Gilbert Foss, general manager of Bear Creek Scenic Railroad, is shown with part of his collection of railroad dining-car silverware. Shay Shop at Bear Creek sells such items.

LONG before Gilbert August Foss became general manager of the Bear Creek Scenic Railroad, the tourist steam line at Topton, N.C. which operates three Shays (see our front cover picture), he was a young rod-man on the Baltimore & Ohio, Engineering Department. His job then was to walk the tracks with survey parties to see if a rail had been removed, if the right-of-way was being infringed upon, and if the engineering drawings had been changed to fit actual conditions—in short, watch for anything that might require legal settlement.

The topographical map of the Pittsburgh yard in which he worked at one time showed 13 tracks between the Allegheny River and the base of a mountain, but a survey revealed 14 tracks. Upon investigation, Gilbert learned that over the years the yard personnel had made a practice of dumping ashes and other refuse into the river, thus narrowing the channel and creating space for the 14th track.

"In that busy yard," he reminisces, "I was nearly killed. While a co-worker and I were determining the distance between two main-line tracks, working at each end of a 100-foot tape measure, he suddenly yelled, 'Hot rail,' which meant that a fast train was coming. I jumped quickly to the middle of the other main track, only to find, to my horror, that it also was hot rail. Two trains speeding in opposite directions bore down upon me, scarcely far enough apart to leave space for a slender man's body. As I was crouching fearfully between the rails, the trains roared by, with swirling dust and cinders, about six inches from my head."

Nothing like that could possibly happen on the single-tracked Bear Creek line in the Great Smoky mountains, which is one reason why our hero prefers his present job. Gilbert recalls, too, the time when the B&O was straightening out its route at Rittman, Ohio, by laying a track across the swamp.

"A trip over that line," he says, "was the smoothest ride I ever had because of the spongy roadbed. I remember standing near the track and watching a work train undulate as it approached. In order to snap its picture, I lay on the ground. After the train had gone by, it stopped suddenly and the flagman walked over to ask if it had hit me, which was rather embarrassing."

Although sandhouse gossip has long been recognized in rail lore and often mentioned in this magazine, Gilbert maintains that not enough has been written on the subject.

"When I was working in the B&O yards," he says, "I never saw a *new* sandhouse, nor an old one with a door lock that worked. Such little buildings in railroad yards long ago were much appreciated as shelters from storm and cold, because all winter long a fire was kept burning in the pot-bellied iron stove to keep the sand warm for eventual use in the sand domes of steam locomotives. Although I have heard stories about the unchaperoned dates that certain girls had with young railroaders in sandhouses on winter evenings, I never took part in such goings-on myself—I only know what older fellows told me—but it sounded like fun."

Steam and steel have been in the Foss blood since days of long ago when Gilbert's paternal grandfather was a locomotive engineer on the German rail system under Kaiser Wilhelm II.

"Dad often told me about his father's

This Baltimore semi-convertible was in use when Gilbert Foss went to work checking equipment and structures on that city's car lines in 1923, when he was 19.

Stephen D. Maguire, Box 51, Belmar, N.J. 07719

typically Teutonic attention to details," Gilbert informs us. "He was proud of the handsome blue uniform, striped and brass-buttoned, that he wore on duty in and around his coalburning engine. Before coming home at the end of a run he would faithfully press it and then take a bath. Each time he lubricated his engine with a long-necked oil can he would carefully wipe away the surplus oil lest it attract dust. The crew's equipment included a small can of gilt paint with which they touched up the ornate lettering now and then on locomotive and tender.

"Grandpa regularly brought along a four-foot loaf of dark rye bread in his cab. The neighbors toted similar loaves in wheelbarrows, but he would march home from the railway station, nearly a mile, with the giant-size loaf slung over his left shoulder like a shotgun. The family needed those big loaves to feed two adults and four husky sons."

Three of the boys stayed in Germany and grew up to become railroad men. The fourth, August Adam Foss, Gilbert's future father, migrated to America, settled in Baltimore, Md., and went into business as a cigar manufacturer. Gil was born in that city October 21, 1904. His father expected him eventually to smoke Foss cigars, but our subject has never used tobacco in any form. In fact, very few of the *Interesting Railfans* in this series are smokers.

Gil's birthplace was a modest, two-story, brick house less than 250 feet from an overhead crossing of the Western Maryland Railroad, the tracks of which ran on a fill about level with the upper floor of his home. There is no record of how many times a day passing trains rattled the windows. At one end of the block was a coal yard. Gilbert and other youngsters liked to go there and watch the switching of coal, sand, and merchandise cars. Standing on the cobble-stoned street, they would gaze up in admiration through the soot and coal smoke at the noisy switching engine high on the bank.

The kindergarten Gil attended as a small boy held forth in a second-story, train-level room leased from the coal company. The lad was delighted. By looking straight out the windows from his little desk he could view the switching operations very plainly. It was a lot more fun than cutting out shapes of animals from colored paper and piling up small blocks.

In 1923, after graduating from Baltimore Polytechnic Institute, he landed his first job—on the Baltimore electric railway, Engineering Department, checking equipment to see that it was properly entered on the engineering diagrams. The company had erected electric poles between the tracks of its streetcar lines. If a passenger should be injured by sticking a hand or arm out of a car window, it was Gilbert's duty to check on the angle at which the pole stood and the clearence allowed to passing trolleys, for defense against a possible lawsuit.

His next job covered two years on the B&O. After that he took up food service, getting a position with the Federal Bureau of Prisons at Chillicothe, Ohio. He was responsible for feeding the inmates of reformatories and other institutions. Later he served as associate warden of Federal penitentiaries at Springfield, Mo., and Atlanta, Ga., working for the U.S. Department of Justice. While thus engaged, he was the

Vicki Foss, Gilbert's daughter, playing the part to the hilt on the porch of her father's old-fashioned country store at Bear Creek Junction, North Carolina.

department's only traveling executive who insisted on journeying by train.

After 26 years on the Federal payroll, during which time he took only five days of sick leave, railfan No. 66 switched over to a private employer known as Government Services, Inc., as assistant director of its Cafeteria Division. Three years ago the company decided to develop a recreation area near Topton, N.C., on U.S. Highway 129, four miles from U.S. 19, in conjunction with train rides behind Shay steam locomotives of the old Graham County Railroad. They sent railroad-minded Gilbert Foss to the spot as general manager. A better choice probably could not have been made. The project is sponsored jointly

Bear Creek Scenic Railroad is aptly named; it operates through the Nantahala National Forest in the Great Smoky Mountains. The three-truck Shay negotiates grades too steep for rod-driven locomotives, and the open-sided cars afford an unsurpassed view.

by Government Services, Inc., and the Bemis Hardwood Lumber Co. of Robbinsville, N.C. The Bear Creek area is part of the magnificent Nantahala National Forest and is leased to Government Services, Inc., which operates it.

Thus, after pulling out of the cafeteria business, Gilbert went back to his old love, railroading. Meanwhile, in October, 1935, he had married Anne Connellee, a personable brown-eyed brunette born in Baltimore in 1908. Today, Anne works with her husband, selling tickets for the steam-train ride, buying goods to be sold in the Bear Creek Village stores, and personally managing the Shay Shop. At this writing, she is busily sorting out more than 7,000 pieces of railroadiana for display and sale at the depot and the country store. Among them are gleaming silverware that graced dining cars in the great days of railroad passenger service.

Having come from a railroad family, Anne feels very much at home in her present milieu. Her father was an engineer for 40 years on the "Ma & Pa" Railroad, retiring the day after he learned that a diesel was replacing his beloved steamer. One of Gilbert's prized possessions, which he carries constantly, is his father-in-law's old open-faced railroad watch.

When Gil reached 21 he grew a small mustache to mark his coming of age and has kept it ever since. Now 64, he weighs about 170 pounds, is of average height and in excellent health but no longer boasts a flat abdomen. With a ready smile and friendly disposition, he is easy to get along with,

Anne Foss, at right, is shown with some companions operating Bear Creek Junction's booth at Charlotte, N.C., flower show. Her father was an engineer.

and his clear brown eyes twinkle behind bi-focals. On rare occasions he has been known to be hot-tempered or stubborn. He keeps physically fit by taking long walks in the woods.

Gilbert Foss belongs to the Railway & Locomotive Historical Society and the National Railway Historical Society and is now organizing a Western Carolina Chapter of NRHS. In addition to their railfan interests, the Fosses are very fond of animals, both wild and domestic. For 17 years they cherished a mixed-breed dog named Tippy, an irresistibly amiable creature, and when she died an important part of their world was gone. They do not want another pet. Gil recalls wistfully that Tippy liked to eat nuts, which she complacently shelled herself, always piling up the shells in a neat little heap.

The Fosses have a pretty railfan daughter, Victoria, born in 1948 and currently enrolled at Mary Baldwin College in Staunton, Va. The popular Vicki spends her summer vacations either in school or with her parents, who live at Fontana Village, 28 miles from Bear Creek. She assists with the railroad chores, running the depot store, and riding the steam train whenever she can find time.

Three years ago the Bear Creek development was a field in the wilderness. Today its 40 acres in the sanctuary of a great national forest include a quaint railroad depot which is a replica of the one built at Scottsboro, Ala., in 1890. On the station tracks stands a well-filled museum of railroadiana: varnished trains of yesteryear plus commuter cars, work cars, and a wooden caboose.

There are also an operating steam sawmill, vintage of 1918; old Nickel Plate dining car 131, which serves tasty snacks; and two shimmering pools in which visitors can either feed or catch fish. In addition, the vacation area has a country store, built of logs, dating back to 1900; a blacksmith shop, and a real moonshine still in the woods. This year it offers a new attraction, wagon rides through the forest over an ancient road. But its greatest appeal for railfans is, of course, the Shay-powered train.

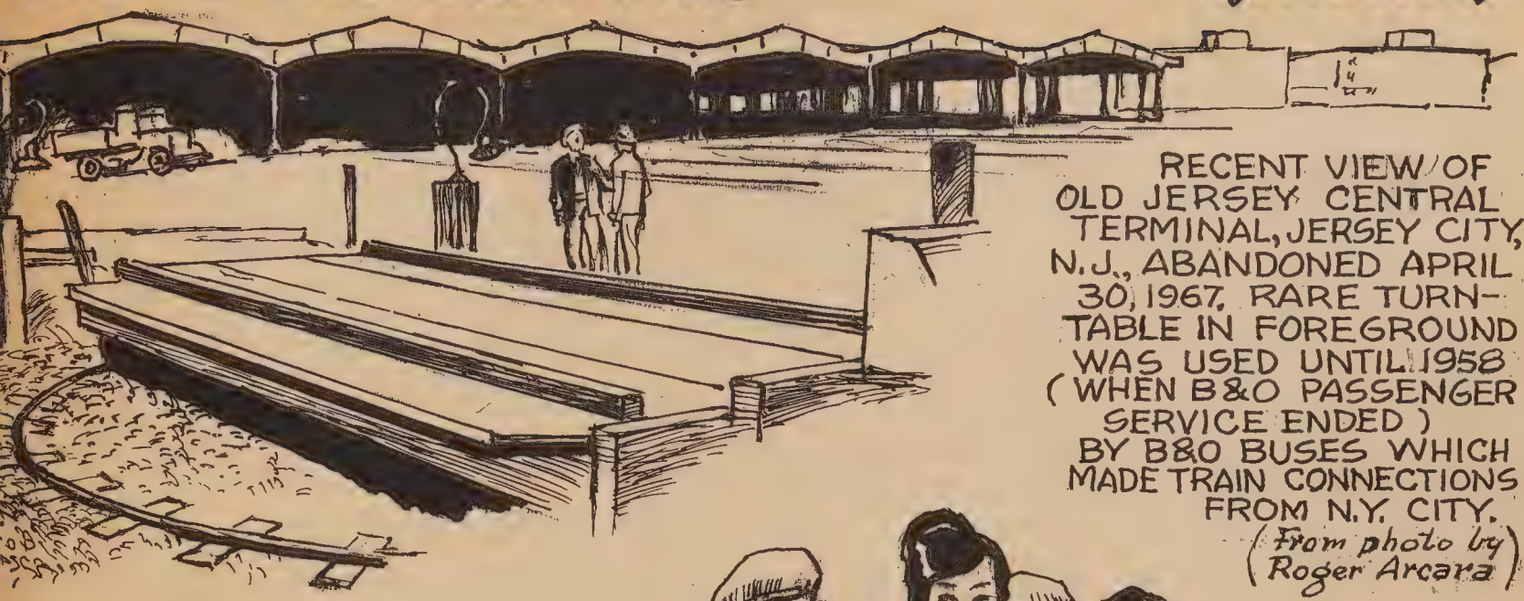
"I would like to be remembered," says Gilbert Foss, "as the man who brought the Bear Creek Junction and the Bear Creek Scenic Railroad together and put them on the map." ●

Photograph by Joe Dyer, Jr.

Graham County Railroad owns five Shays, three still in service. Two are used for Bear Creek operation. Freight is interchanged at this spot, about 12 miles from Robbinsville, N.C., with the Southern, one of whose diesels is seen here.

ALONG THE IRON PIKE

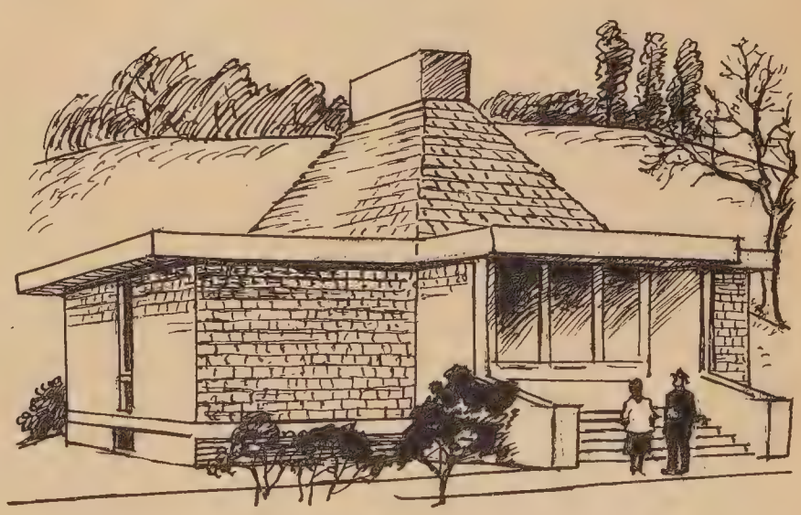
by Joe Easley



RECENT VIEW OF OLD JERSEY CENTRAL TERMINAL, JERSEY CITY, N.J., ABANDONED APRIL 30, 1967. RARE TURN-TABLE IN FOREGROUND WAS USED UNTIL 1958 (WHEN B&O PASSENGER SERVICE ENDED) BY B&O BUSES WHICH MADE TRAIN CONNECTIONS FROM N.Y. CITY. (From photo by Roger Arcara)

ADOLF LALLINGER SPENT 3,000 HOURS BUILDING 1/10 SCALE MODELS OF ONE-HP. COAL-BURNING ENGINE AND FREIGHT CARS, WITH ALMOST HALF-MILE OF TRACK AT HIS HOME IN PASSING, WEST GERMANY. FOUR ADULTS AT A TIME CAN RIDE.

MONUMENT ON LAWN OF UTAH STATE CAPITOL IN SALT LAKE CITY HONORS MEMORY OF EDWARD H. HARRIMAN, OFTEN CALLED "AMERICA'S GREATEST RAILROAD MAN."



ARTIST'S CONCEPTION OF NEW DEPOT BEING BUILT BY PRINEVILLE, ORE., FOR CITY-OWNED PRINEVILLE RY., ONE OF THE FEW RAILROAD STATIONS BUILT IN U.S. SINCE EARLY 1900'S. (SEE ARTICLE IN SEPT. '66 RAILROAD MAGAZINE.) (Thanks to Henry Korman)

STEVE MAGUIRE'S TRANSIT TOPICS

MC&CL 52 went to Iowa Terminal RR., was destroyed in fire last Thanksgiving.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

WASHINGTON, D.C., and its Maryland and Virginia suburbs will have a 97.2-mile rapid transit rail system to relieve dense highway congestion in the nation's capital and its environs—assuming, of course, that the necessary funds, estimated at $2.5 billion, are made available despite rapidly mounting costs of the unpopular Vietnam War.

Steve Maguire

This rail project, scheduled for completion within 12 years, was authorized March 1st by the Washington Metropolitan Transit Authority, a six-man interstate agency set up by Congress and the Maryland and Virginia legislatures. The Authority predicts that by 1990 the rail system will serve 287 million passengers a year. (New York's subway-el system carries nearly 1.7 billion passengers a year.) Congress and the District of Columbia have already empowered the Washington Authority to build 38.4 miles of subway and surface rail lines inside the city at a cost of $188 million, for which construction is due to begin this October. The system will be officially termed the Metro, like the Paris and Montreal subways. Street-level signs at stations will bear the initial M.

Extension of downtown lines into the suburbs depends on Congressional appropriations of $80- to $85 million a year for the next 12 years, as the two-thirds Federal share of the system. Local jurisdictions must raise $575 million by 1980 to finance their one-third share. Much of this may be through bond issues not yet submitted to the voters. About $850 million of the total cost is to be paid out of fare-box receipts. Fares will be zoned, adding 10¢ for each suburban zone crossed to the basic intracity fare of 25¢. Maximum fare on the system, 85¢.

PHILADELPHIA Transportation Co. will be sold to the Southeast Pennsylvania Transportation Authority for $48 million, plus the assumption of a $17 million pension obligation, if the stockholders approve a deal that the Authority's board made March 1st with the PTC directors. PTC carries about a million riders a day on its 2,400 buses, streetcars, and subway-el cars, and is said to be the world's largest investor-owned transit company.

Just about the time the sale was concluded, PTC ran double-page advertisements in *The Wall Street Journal* and *The New York Times* that branded the Authority's efforts to take over the transit lines as "confiscatory." Those ads cost a total of $50,000. However, they had been scheduled several days before, and when the agreement was reached, it was too late to cancel them.

NEW YORK'S famous Robert Moses lost his last chairmanship on March 1st as the Metropolitan Transportation Authority formally took over the Triborough Bridge and Tunnel Authority he headed, as well as the city's subway system. But MTA's chief, Dr. William J. Ronan, says the 79-year-old Mr. Moses will be kept on as a $25,000-a-year consultant to oversee work on Triborough and other projects.

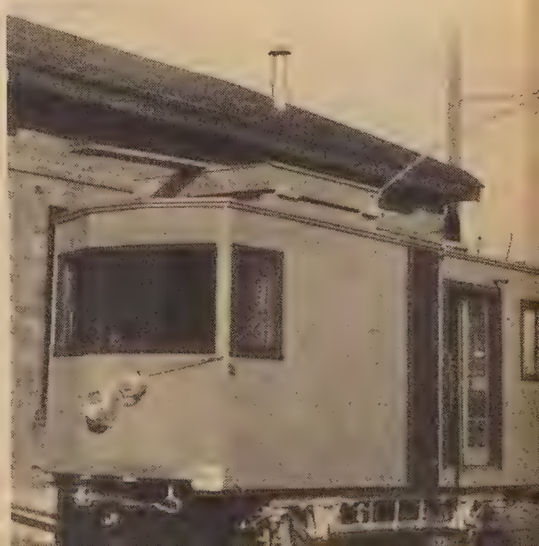
A NEW plan for relocating the Cambridge, Mass., rapid transit yards to make way for erection of the Kennedy Memorial Library is offered by Leo J. Cusick, general manager of the Massachusetts Bay Transportation Authority. The facilities would be moved to the terminus of the Ashmont - Mattapan high-speed trolley line at Mattapan Square, reports Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188.

If this plan is adopted, rapid transit cars would replace the present trolleys. When Mr. Cusick began investigating the feasibility of relocating the Bennett-Elliot yards to the Butler Street station area, he found that at some time the Authority would have to extend rapid transit to Mattapan because the trolley cars—no longer being built—are 23 years old and have a 5- to 7-year life remaining. Under the plan, storage and repair facilities for existing rapid transit cars on the Cambridge-Dorchester line plus the 76 all-aluminum cars for the South Shore route would be built in Mattapan, 3 of Milton's 4 trolley station stops would be eliminated, and a rapid transit overpass would be built at Central Avenue, and an underpass at Capen's Street.

THANKSGIVING DAY fire which destroyed the Iowa Terminal Railroad's shops at Mason City and four pieces of equipment last November may not, as was originally feared, lead to early abandonment of electric railway operation. That is because the road's Charles City Division—also now operated electrically—will be dieselized this summer. The division gets its "juice" from Iowa Power Co., which is closing its Charles City plant and will bring power into the city by new transmission lines. To convert the ITS power plant and rail lines in Charles City would cost too much, so four diesel locomo-

Steve Maguire

Single-truck line car No. 1 also was lost in Iowa Terminal Railroad fire.



Versare Co., of Albany, N.Y., builders of busses and trucks back in the 1920's, twice tried to get established as trolley car producers, too. One effort was the 8-wheel lightweight car with dual headlights built for United Traction, of Albany. The other was this odd single-end 6-wheeler, with fixed front axle and 4-wheel rear swivel truck. When the above photo was shown to us, we asked several trolley experts about the car's history. So far, only Bill Myers of Queens, N.Y. City, recognized it from a 1928 *Electric Railway Journal* advertisement and sent us a copy, showing the front view at left. Who can tell us whether this car, evidently a demonstrator, was ever used in service and what happened to it?

(Above) Collection of John Montville

Collection of Wm. J. Myers

tives are kept ready for the change-over.

At Mason City, the two former North Shore freight motors that were stored at Charles City are now on hand. One of them, No. 234, will be rebuilt into a line car and renumbered 33, replacing an identical car destroyed in the fire. The other motor will be cannibalized for parts to keep No. 33 in operation. After the Charles City line is de-electrified, locomotive 303, ex-Texas Electric, likewise will be shipped to the Mason City line.

Ed Allen, the road's master mechanic at Mason City, is not happy. Besides having lost his entire collection of railroadiana in the same fire that burned up four cars he had helped to restore, Ed is troubled by vandals. Says he: "The good old railfans, of which I am no longer proud to be one, have hurt me badly. Some of the very fellows who like to see us run fantrips have stolen the builders' plates, whistles, and bells from our freight motors. It is very discouraging. To swipe such parts is like kicking a sick dog to death."

ILLINOIS CENTRAL must improve its electric commuter service and enlarge its passenger capacity, possibly with new double-decked coaches, and at the same time cut its fares to 25 cents—all of this under a state Commerce Commission order, reports Steve Scalzo, 12845 S. Hoyne Ave., Blue Island, Ill. 60406. Steve says the IC cannot provide more trains because, considering normal shop rotation, all of its passenger equipment is currently in use during rush hours.

IC officials are indignant. Vice President Paul H. Reistrup maintains that enforcement of the order could compel the road to abandon commuter service. "If we do not get a rehearing on the order," he states, "we will decide if we can continue in the passenger business. Electric commuter operations account for about one-third of our total passenger revenue. It is impossible for us to suit everybody at 5:30 p.m. each weekday when the suburbanites go home. We can run only one train on one track at a time. During rush hours we operate on a 1½-minute headway. To lay additional track along the 30 miles or more of our commuter lines would cost in round figures $100 million. If we should have to do that and simultaneously charge an inter-city rate lower than that of the Chicago Rapid Transit Authority, I do not see how we could make the operation pay."

REMEMBER the two trains that ran away, only one week apart last year, on the South Shore line in South Bend, Indiana? We now have the details on how each of those single passenger cars careened out of control through the city and over the bumping block at the end of track.

The Railroad Safety Board of the U.S. Department of Transportation has uncovered the cause of the accident of April 14, 1967, involving interurban car 18. Checking the track for several miles west of Bendix, where the loss of air was first experienced, the investigators found a piece of ¼-inch steel cable that had been laid loosely across the rails. On being run over by the car, it looped up and caught the drain-cock of the supplementary air reservoir, tearing it almost completely off. This caused air to drain from all air reservoirs of the car. When approaching Bendix at the west end of South Bend, moving at 70 miles per hour, the motorman found the air to be gone and he

quickly reversed the motors for an emergency stop. Speed was cut to about 35 as the car entered the curves at Bendix, for which there was a 10-mph speed restriction. Excessive speed on the curves caused the pantograph to foul the supporting overhead wires and to break off from them. As a result, all power, including the motor reversing, lights, and warning devices became inoperable.

The motorman and a passenger tried to stop the car with the hand brake, but a link in the chain snapped and it, too, ceased to function. So the car shot wildly through the darkness, hitting six automobiles in two miles of street running. It was finally stopped, after tearing down the bumping block, by running into a building at the end of the yard track.

A week later, South Shore car No. 104, also moving toward South Bend, lost its air on a slight downgrade just after it had slowed for the two curves at Bendix. Afterward, the examination disclosed that the power cable, in contact with the brake-cylinder pipe, had chafed away the cable's insulation, causing bare wire to touch the pipe and create an arc that eventually burned holes in the brake cylinder, resulting in the loss of air.

When that occurred, the motorman tried to control the car by reversing the motor circuits, and his conductor applied the hand brake to hold it. However, near South Bend station the hand brake could no longer hold the car, and the motorman lost power because the power cable to the rear truck had burned off. The car rolled helplessly downgrade into the yards and through the bumper.

Municipal Railways of San Francisco rail-grinder car 0109 at Plymouth and Broad Streets, awaiting the call to duty smoothing rails on the "M" line.

Later, examination of the hand brake revealed that two screws holding its chain hook were broken and part of the chain brake was jammed into the hand-brake housing. Evidently this had happened when the conductor inadvertently rotated the brake wheel counter-clockwise just far enough beyond the full release portion to shear off the two screws holding the hook, which jammed the chain.

Thus both South Shore runaways were due to a failure of air brakes, the electric braking system, and hand brakes. Quite a coincidence!

AMONG the misguided foes of rapid transit is Randolph Collier, state senator from Yreka. That town in northern California is so far from Los Angeles that Mr. Collier doesn't seem to care how the big city spends its money as long as it doesn't build the proposed new rail line that L.A. desperately needs. The senator likes to be known as "the father of California's freeway system." For years he has been championing freeways, even being largely re-

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Juicefans photograph BMT class Q wooden elevated cars on fantrip at E. 105 St. grade crossing, Brooklyn, Feb. 22.

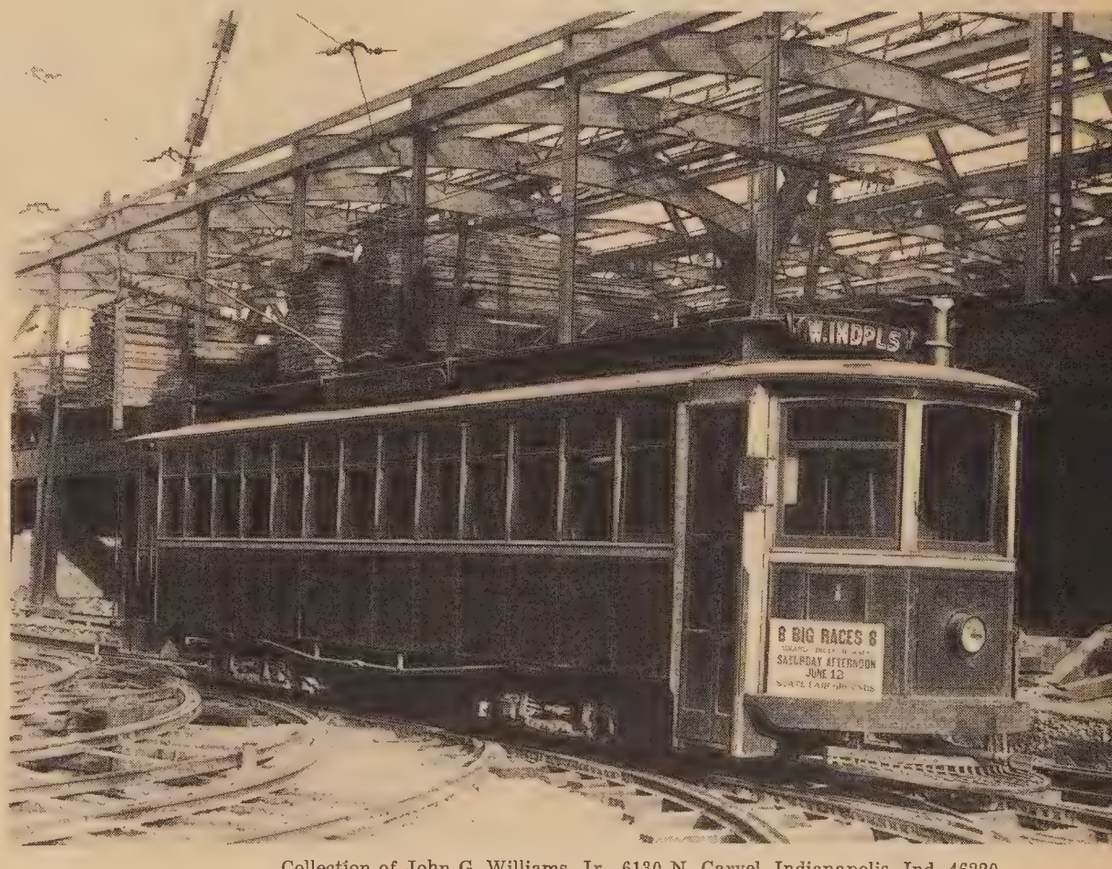
sponsible for more than 500 miles of them in the L.A. area, and opposing rapid transit lines, which he calls "radial railways"—a term that suggests neither speed nor heavy volume of traffic and therefore has no sales pitch.

Mr. Collier, we are told, is beating his breast over the proposed L.A. system. He feels it would be a waste of money. The continuing dispersal of industry and population away from the old heart of the city and "the diminishing importance of downtown," he said, "are the things that killed off the predecessors of the new radial railways." Despite these dour views, the senator "hopes" that the contemplated L.A. system—as well as the BART setup that is slowly being built in the San Francisco area—can succeed; but his efforts are aimed at defeating the bond referendum for L.A. rapid transit.

America has been gravely hurt by the concentration on freeways, to the detriment of mass transit and commuter railroads. So declared Sen. Harrison A. Williams (D., N.J.), in a seminar talk at Pennsylvania State University in Wyomissing, Pa. He warned that the freeways were dividing this country into "two nations"—one of "the prosperous suburb, the shopping center, and the freeway," the other "of the ghetto and the urban slum." He called for a turn of the tide in favor of mass transit.

"Good rail transit systems not only bring workers and shoppers into a city," Williams said, "but they stimulate sound economic growth of service industries which provide jobs for the city dweller. They also prevent our cities from being literally strangled in their own roads and suffocated by parking lots."

Every mile of freeway, he added, "can destroy hundreds of homes and dwelling units" within the slums, all "for the convenience of the suburbanite." He cited the case of Washington, D.C., where citizens obtained a court order stopping all freeway construction in the capital. Williams said their argument was simple: "These are the white man's roads destroying the black man's homes."



(Above) Traction Terminal at Indianapolis, Ind., about 1917. Terre Haute, Indianapolis & Eastern cars 52 and 40 are at left; Indianapolis & Eastern car 310 at center. (Below) In 1919, new Indianapolis Union Station trainshed was under construction at the time this car was about to turn into Capitol Ave., North.

(Above) Collection of C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

DERAILMENT of a Shaker Heights Rapid Transit car in Cleveland between east 55th Street and Union Terminal early this year called attention to the switches used. We learn from Allen J. Kleinsmith, of Cleveland, that a motor falling from a car derailed that car as the rush hour began on trackage used by both the SHRT and Cleveland Rapid Transit, causing a massive tie-up on both lines.

Complicating the problem was the slow process of switching trains from the blocked track to the opposite rails. This was done with *trailing* switches, a type whereby trains pass the installation and then go back over the switching track to reach the other rails. The use of *facing* switches would be much easier; trains could then move from one track to another without backing up. But for safety reasons, the line has none of these. Malfunctions in which the points of *facing* switches do not turn all the way are a potential cause of derailments or, even worse, head-on collisions with trains using the opposite tracks. This is less likely to happen with *trailing* switches.

In the Cleveland derailment the back-up operation was aggravated by the PCC cars of SHRT being single-ended. In reversing through overhead line switches, much care must be given to keeping the overhead trolleys of each

car on the wire during the reversing. Aside from the safety factor, it would cost an estimated $75,000 to change track switches to the *facing* type only on the jointly-operated CTS-SHRT trackage.

BUSINESS on the Duquesne Incline operation at Pittsburgh, Pa., is good, according to our Pittsburgh correspondent, Jim Cerny, who reports that the Society for the Preservation of the Duquesne Heights Incline had 415,574 paying passengers last year—100,000 more than in 1966.

TOKENS issued for the 20th anniversary of Branford Electric Ry. Association are still available. Get them from Bill Fyler, 137 E. Stuart Ave., Lake Wales, Fla. 33853, at two for $1 plus a 6-cent-stamped, addressed envelope. Bill is handling them because he was one of BERA's founders. Each token is good for a ride on the old-fashioned trolley line. Money from the sales will help to pay for extending trackage across the marsh and into Short Beach, Conn., for which $1,200 is still needed. Bill also sells complete old passenger tickets and stubs from the Aberdeen & Rockfish in North Carolina, three for $1.

FIRST large-scale abandonment of trolley lines in Tokyo took place last December 9th when ten downtown routes were converted to buses, including Route 1, the Ginza line, which had been running for 64 years, writes John J. Ziemba, Camp Zama, Japan. Rising costs of streetcar operation and slow speeds in congested city traffic are given as reasons for the change. Tokyo's city government plans to abandon its remaining trolley routes, about 20 of them, by 1970.

A small Japanese streetcar line running to the shrines at Nikko, ended passenger service last February 25th, John also reports. Tobu Railroad, a large interurban system on Honshu Island, operated it. Only a decade ago, new semi-streamlined cars replaced old ones, including several articulated trolleys. But even then the line had bus competition with more frequent headway than the trolleys. A lone freight motor still runs, but its future is dim.

INFORMATION, photos, and data on the trolley system that once ran in Helena, Mont., is needed by Rex Myers, P.O. Box 198, Missoula, Mont. 59801, who is working on a Master's thesis for a college degree, with the Helena Light & Railway system as his subject. Montana has had few trolley lines. Except for the accounts in *Railroad Magazine* of the Billings Traction battery line and the Gallitan Valley interurban out of Bozeman, coverage of

Tobu RR articulated trolley 203 at Nikko, Japan, in 1957. This line was abandoned February 25, 1968 (see item about Japanese trolley lines).

Collection of Steve Maguire

Montana trolleys has been very sparse. Aside from those two companies, the state had trolley service in Anaconda, Butte, Great Falls, Helena, and Missoula. No electric lines remain in Montana today, except the Milwaukee Road's main stem and the Butte, Anaconda & Pacific freight line. The latter is now about 50 percent dieselized.

Lafayette Street Railway

LAFAYETTE was Indiana's first city to have a completely electrified streetcar system, and the second such city west of the Alleghenies, acording to Arthur B. Wang, 303 Murphy St., Lafayette, Ind. 47905, a boomer railroad man and registered professional engineer, who supplied the following history.

The city's first street car ordinance, passed March 5, 1883, authorized the

Carbon St. Ry. No. 2, 4-wheel Brill, Flagstaff, Pa., May 1906.

construction of a one-track line on Main and north 9th streets. Eight days later the Lafayette Street Ry. was incorporated, but electric operation did not start until Aug. 30, 1888. The last new trackage laid, in 1898, was 18.5 miles in Lafayette and West Lafayette. At that time the company had 26 power cars, 2 trailers, 2 power service cars, and one trailer.

Meanwhile, on Dec. 5, 1887, the nearby village of Chauncy (now West Lafayette) permitted the company to extend its tracks across the Main Street levee and up west on State Street to Purdue University campus, but refused to let the line run straight up Main Street on the ground that it would be too much strain on the mules that were then pulling the cars. One Sunday, when the sheriff was out of town, the company defied the village restriction and laid its rails straight up Main Street.

In that same year Frank J. Sprague, in Richmond, Va., had opened the nation's first successful electric traction line. Sprague was an electrical engineer who felt that mule-cars had to be rebuilt to operate from overhead trolleys. So, after Lafayette had passed its electrification ordinance of April 10, 1888, Sprague sent some of his men to that city to start the new system there by installing electric motors and trolley poles on the mule-cars. The first Lafayette car so equipped was No. 106. Eight cars were electrified. Wires erected 18 feet above the street carried power from Fox-Cooper shops. The first electric operation was a huge success. Cars reached a speed of 15 miles per hour on level ground in Lafayette, 5 mph on a hill, and 30 mph elsewhere. They were turned on "armstrong" turntables in the stables.

The first regular service was to West Lafayette on Sept. 3, 1888. By the following August the entire system had been electrified. Four years later closed cars with up to 20-hp. motors were ordered from J.G. Brill and the original mule-cars were made into trailers. In that year, too, nine open cars, "summer cars," were delivered. They were well patronized. The fare was 5 cents and you could ride as long as you did not leave the car. Rich and poor alike rode to Happy Hollow Woods, the sanitarium, the soldiers' home, and the amusement park at the end of the line. At length, on June 26, 1903, the Lafayette line was sold to the Fort Wayne & Wabash Valley Traction Co., then on April 28, 1920, the Indiana Service Corp. sold it back to the original owners, and on May 11, 1940, the streetcar service was finally abandoned.

Electric Railway Books

***PCC Cars of Boston 1937-'67*, by Edward A. Anderson, 52 pages, 8½x11", with staple binding and full-color cover, is published by Boston Street Ry. Association, Inc., P.O. Box 102, Cambridge, Mass. 02138 price $3.50. Besides its illustrated roster of 30 years of PCC cars in Boston, this book tells the story of the city's surface car lines in the same period. Illustrations are especially fine, mostly two to a page.**

***The System of Wire-Cable Railways*, illustrated, 80 pages, 8½x11", with soft cover and staple binding. This is a reprinted Pacific Cable Railway Co. prospectus for 1887. A copy of the original booklet was discovered recently in the Hopkins Library of Leland Stanford Junior University at Palo Alto, Calif., Because of its technical and historical data on San Francisco cable lines of 80 years ago, it has been reprinted exactly, including 21 full-page illustrations, diagrams, tables, charts, and a large foldout map. Glenwood Publishers, P.O. 331, Los Gatos Calif. 95030, sells the book paperbound for $2.95; hardbound, $4.95.**

Four-wheeled trolley car in operation at Halsingborg, Sweden, in August '66. Three lines were abandoned there when Sweden changed to right-side driving.

Bjorn Strahle, 7715 Burthe St., New Orleans, La. 70118

Collection of Allan H. Berner

BULLETIN 990

by Charles X. Williams

ENGINEER on the Desert Division of the Kansas & California Railway, "Spike" Nolan was a barrel-chested, stubborn, old walrus who had set notions on how to run a railroad. A lusty boomer before coming to Elton, he had sampled the home-cooked meals at Widow Mead's boarding-house and had promptly become a home guard. The town of Elton suited him fine.

Spike had a deep respect for men who knew their railroad, but he could not feel comfortable in the presence of P. Virgil Miller. The slim, dapper, young superintendent knew his railroad, all right—at least, he had a book and blueprint knowledge of it. He also had cold blue eyes and a frozen expression that never made you feel like slapping him on the back or downing a mug of beer with him.

"Miller ain't human," was the way Spike put it. "He's a perfectly geared machine; that's what he is. But some day he's gonna slip."

On those occasions when the broad-shouldered engineer had danced on the carpet for some petty infraction of rules, he found Mr. Miller to be fair enough but a stickler for the book of rules. And Spike Nolan could no more railroad by the book than he could fly; he'd been making his own rules too long. Funny, though, he'd been getting trains over the road for the past two years and making his time while some of the rulebook hounds fell down. How he did it wouldn't look well in official reports. But he got there and back on schedule. You couldn't lambast a man who did that.

Just the same, Mr. Miller was a university-trained man with connections higher up. It was common sandhouse gossip that the cold-blooded official was headed for the general manager's chair.

When he posted Bulletin 990, he expected 990 to be read and followed to the letter. It required not only that all employes report accidents, track or equipment defects, condition of supplies, material, etc., which was reasonable enough, but also called upon them to turn in other workers whom they saw violating company rules. This, in effect, would make every man on the division a spotter.

Spike Nolan read this decree in the roundhouse before hooking onto time freight No. 68. One of his brakemen, Jerry Donovan, spotted another copy of it in the yardmaster's office. Then when the engine was coupled on, Spike and Jerry talked it over. Jerry was twenty-three, wiry, surefooted, and independent.

"What are we gonna do about this new bulletin?" he asked.

"Nothin' at all," said Spike. "Such things generally work themselves out. I remember bein' on the Santa Fe when Rule F was posted—but it ain't on the books any more. This here spasm won't last very long."

"I hope you're right, hogger," the brakeman said dubiously.

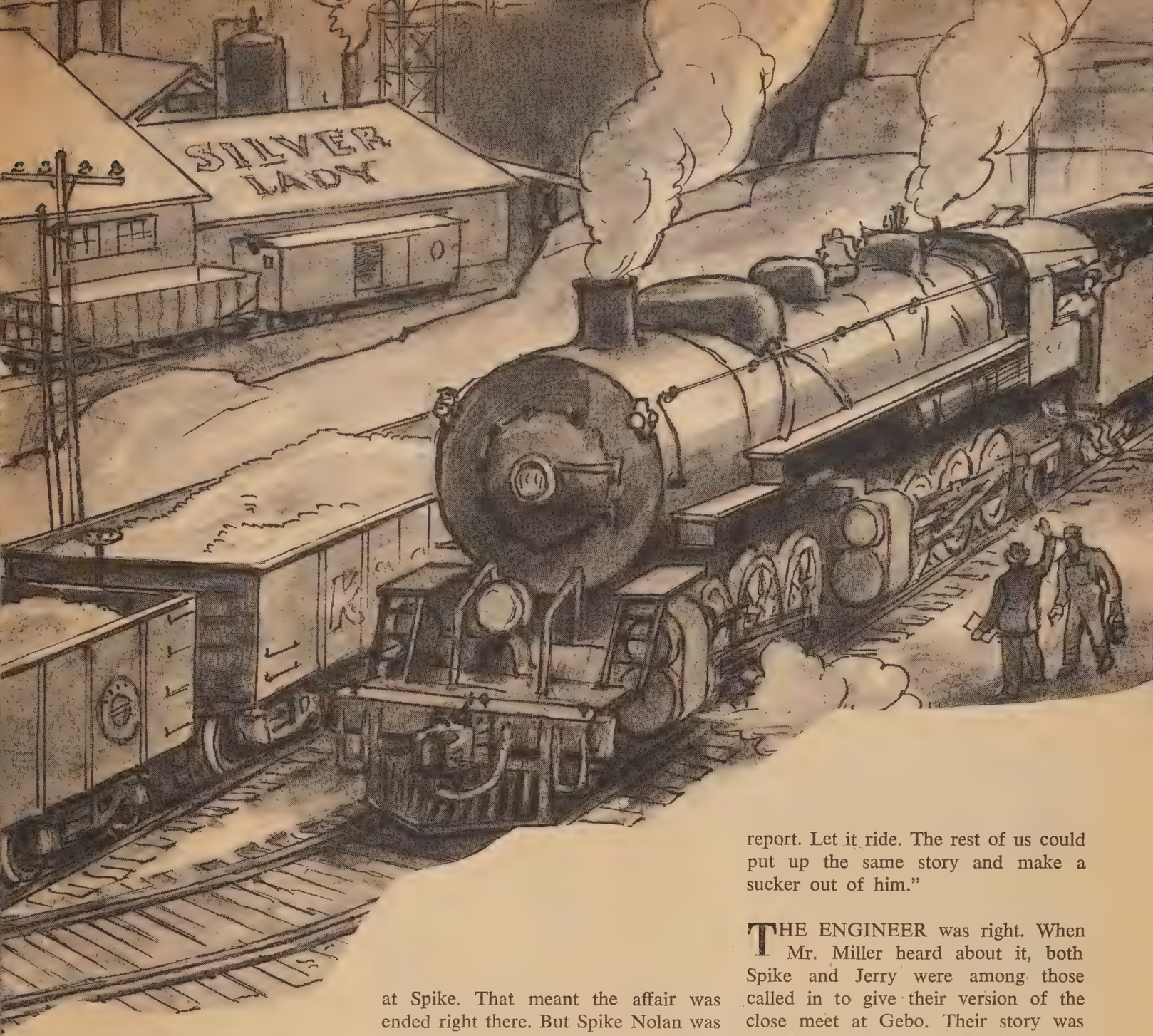
NUMBER 68, thirty loads of redball freight tied to a Mallet of the 1200 series, rolled out into the star-gemmed night on the split second of eight p.m. Spike stepped 'em along rapidly through the desert with a sure hand on the throttle. Weather was clear and cool. Rails picked up the moonlight like twin paths of phosphorus that faded into darkness.

At Florin they took a siding to let the *Kansas Mail* flash by. Jerry, riding the cab with Spike, opened and shut the gate. They followed close on the heels of the *Mail* until she stopped unexpectedly at Gebo to repair a broken hose connection.

In those days the K&C was installing automatic blocks over the Desert Division and it was up to individual crews to protect their trains in the blocks not yet completed. Gebo, a tiny settlement, lay at the eastern rim of Painted Canyon where the track took a long sweeping curve before beginning to climb the Purple Mountains.

In this unguarded stretch the rear brakeman on the *Mail,* because his train made an unscheduled stop, should have walked back the required number of telegraph poles with red and white lanterns. But "Whitey" Davis was lazy that night. Having eaten a heavy meal of roast duck and plum pudding an hour and a half before, the brakeman was averse to hiking and decided to take a chance on flagging his train from the steps of the observation car.

Just at that time No. 68 shot out of



the gloomy canyon and whipped around a curve. Spike Nolan blew for Gebo. Whitey quickly came to life. Aware that his train was not protected, he raced toward the oncoming freight, meanwhile trying desperately to uncap a red fusee. Spike saw him and slammed on the brakes. The powerful sleek Mallet roared past the overstuffed flagman.

Tail lights of the *Kansas Mail* loomed up before the three men in the Mallet cab like crimson moons. The *Mail's* conductor, instantly alert, also ran back, swinging a washout with a white lantern. Nolan squeezed his train to a stop less than thirty feet from the rear of the *Mail.*

Whitey's conductor gave him a first-class bawling out, but when the skipper had finished he turned and winked at Spike. That meant the affair was ended right there. But Spike Nolan was cagy and remembered the new bulletin. Realizing that a report might reach the superintendent, he wanted to be in the clear.

"In case you're ever asked about this," he told the others, "you say that Davis was back far enough to protect his train. Lay it onto—trouble I was havin' with the air valve—it was stickin'. You know, Miller would can Whitey as sure as hell if he got the straight of this."

"That's the ticket," Jerry Donovan approved, "but what about Morton?" He glanced up at the handsome fireman in 68's cab, a young fellow known as "Pretty-Face" from one end of the division to the other. "That guy was the cause of old Jackson being retired. Maybe we'd better explain to Pretty-Face that he didn't see a thing."

"No," said Spike. "If we bulldoze the kid he'll just have that much more to report. Let it ride. The rest of us could put up the same story and make a sucker out of him."

THE ENGINEER was right. When Mr. Miller heard about it, both Spike and Jerry were among those called in to give their version of the close meet at Gebo. Their story was pat. Just a little too pat. The brass collar chewed savagely on his cigar, glaring at the blank faces of the two men. Their alibi was identical with that offered by the *Kansas Mail* crew. It smacked of fiction, but there was nothing he could do about it.

As soon as they left the lion's den Jerry let loose. "Pretty-Face turned us in. I'll bet on it. Wait till I get that son of a bitch!"

"Easy, easy!" cautioned the older man. "We don't know for sure that he did. All we can do is watch him closely in the future."

So for months Spike and his friend kept a wary eye on Morton, but learned nothing that would tend to verify or disprove their suspicious. Meanwhile, the United States Army wanted an ammunition dump and supply base on the desert near Gebo. A mile-long spur had to be built and trainloads of sup-

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plies and materials shunted in. Nearly every redball freight had a few cars billed for the Army. The locals between Elton and Malta were taken off, leaving each freight to spot its own setouts or make pickups.

One night about a month after he almost kissed the rear of the *Mail,* Spike Nolan took No. 68, which included several cars to be set out at the Army base and others for the Silver Lady mine, on another spur running out of Gebo. The ex-boomer made good time and was ahead of schedule by exactly one minute when he whistled for Pyramid, 27 miles out. Spike might have killed that minute by drifting in slowly, but he didn't. With a lot of switching to do, he could use all the extra time he might be able to pick up.

Spike stormed up the main line, calling for signals. The board was red, but the operator signaled for him to come on. There was an order for him, a "31." It told him to wait at Florin until 9:57, Chico 10:15, for No. 67, engine 1109. Spike read it. Then he reached for the whistle cord with one hand and the throttle with the other.

Florin was a blind siding with only a weather-beaten boxcar for a depot. It stood in the center of Pioche Desert, where the track was perfectly straight for more than 20 miles. Spike opened his throttle. When he whistled for the milepost at Florin he was just a little more than four minutes ahead of time.

To be on the safe side, the engineer blew for a meet and drifted up the main line at 15 miles an hour, killing almost a minute of his time. When he reached the switch stand he could have seen an engine headlight for more than 10 miles across the desert. Nothing was in sight. Spike decided there was no use in stopping and starting his train again. He had more than enough leeway to go on to Chico, since he was about three minutes ahead of schedule on a clear track.

He whistled off and started past the east switch. Opening the throttle a notch at a time, he ignored the fact that while he had authority to push into Florin ahead of time, he had no right to leave there even a second ahead of his order. Spike was in Chico long before westbound 67 came in, and was nosing out of the siding as soon as the caboose on the redball passed the west gate.

TWO days later in Elton, the crew was called before Superintendent Miller. Without even an inquiry, the cocky little official handed Spike and his conductor, Hanlon, each twenty demerits.

The ex-boomer bristled. "What's this for? We ain't in Russia. You can't dish out brownies unless you give advance notice of a hearin'. The griever's got to be here, too. I know my rights."

This deliberate challenge of his authority seemed to irritate Mr. Miller. His small waxed mustache twitched, his mouth became a hard straight line and his blue eyes took on a steely quality.

"You are quite right, Mr. Nolan." The words came with stinging politeness. "You are entitled to a hearing and a Brotherhood spokesman, if you insist. But I advise you against such action. The penalty might be more severe. You laid yourself wide open, Nolan, and you know it. You left Florin a full three minutes ahead of schedule the other night. I'm giving Mr. Hanlon the same punishment for not stopping you with his caboose air valve. Do you still wish to make an issue of it?"

Conductor Hanlon cut in before the engineer could answer. "We do not," he said plainly. Then he took Spike's arm, shouldering him toward the door.

"Wait a minute!" protested the hogger. "Mr. Miller, how is it you're so positive that we left Florin ahead of time? Is it due to this new bulletin of yours?"

"Not this time," the super replied coldly. "Both the master mechanic and I were at Florin clocking you the other night. I aim to get cooperation from you men—in one way or another. That will be all."

The office door closed behind him as Hanlon propelled the irate engineer down the hall.

"He won't like the kind of cooperation I'll give him!" Spike bellowed. "He might have been at Florin that night, but its even money someone told him to be there and catch me up."

MORE than a month later Spike took a 97-car train out of Elton. It was night and there were eight westbound trains opposing him before he would get to Malta, the next division point. Six of these were hotshots. The other two were "varnish."

Spike didn't mind it. Being eastbound manifest himself, he had rights over westbound freights. But, because of the number of trains on the single iron, dispatchers held him back, making sure he had plenty of time to set out cars at the Army base and at the mine.

Up the four-mile spur at the mine, tracks had been so laid that it required skill and knowledge to make switches without trouble. Spike had his own system. It hadn't taken him long to learn that the fastest way to handle setouts for the mine was to

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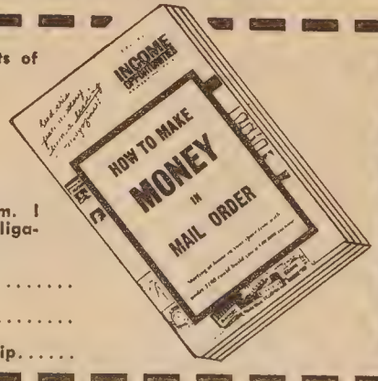

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TOPTON, NORTH CAROLINA

get behind them and push them up the spur so they could easily be spotted beneath the loading bunkers.

The siding at Gebo was barely long enough to hold No. 68 and the house tracks were usually full. Thus it was often difficult for an engineer to get cars for the mine ahead of the engine. So when Spike found everything jammed at Gebo he reached down in his bag of tricks and came up with a "Dutch drop." This operation was frowned upon by most roads, including the K&C. Spike knew, however, there was little danger if all crew men understood their business and were on their toes.

He made a fast run to Gebo in spite of the delayers. After setting out cars at the Army base, the engineer found he'd be stuck there for two hours unless he got behind his setouts and hurried with the switching at the mine so he could meet two westbound redballs farther up the line. Knowing what was in the wind, Mike Foley, another oldtimer, came from the rear to help Jerry Donovan, the head-end shack.

There were three empty gondolas for the mine. Jerry cut them off. Spike yanked them out and two minutes later was behind them. Then he let the Mallet scoot out the mine spur and up the hill. He had the empties spotted, picked up three loads, and was back in the siding at Gebo when the *Imperial Express* blasted through.

Spike was hooked to his train with the air-line pumped up. Just then a westbound redball rambled past. He made Sulphur Flat ahead of the next westbound freight and was in the division yards at Malta at his usual time. And while they were attacking a thick steak with French fries and coffee in a beanery at Malta, Spike remembered the failings of his fireboy.

"Get your answers ready, Jerry," he told the brakeman. "The super is sure to hear that we made a Dutch drop and he's got us cold. There won't be any use denyin' it."

Jerry, who'd been a tough kid before coming to Elton, set down his half-empty cup. "To hell with 'im! I can take it if you can."

SPIKE was right. P. Virgil Miller had them on the carpet the next day after they got back to Elton. The superintendent was familiar with details of the illegal switching operation.

"I understand you made an—er—German switch the other night," he said, staring at the engineer.

Spike grinned. "German switch?"

The superintendent's eyes narrowed. "You know what I'm talking about," he snapped. "You made a switching operation that is against the rules." He pawed through the papers on his desk, pouncing on one and smoothing it out. "You made a Dutch drop—a switch involving the placing of cars ahead of your engine on a grade. This is dangerous. Do you deny it?"

After a few tense seconds Spike replied: "No, I won't. That move was necessary to keep traffic movin'. But if you're makin' anything out of it, you can forget Hanlon. He was in the station at the time and knew nothin' about it."

"Um!" the official grunted. "My information is that you, Foley, and Donovan were guilty. Is that right?"

"I was," Spike said. "The others can speak for themselves."

"Take a thirty-day vacation without pay," said Mr. Miller. "In view of your refusal to cooperate—your continual flaunting of the rules—I would consider your resignation."

"You won't get it," Spike rumbled, turning on his heel. The door slammed behind him.

Jerry Donovan also drew a thirty-day layoff. And while Spike Nolan was taking his enforced vacation, he schemed to get something on Pretty-Face Morton, the good-looking fireman whom he felt sure had squealed about the Dutch drop.

TWO months later, coming out of Malta one night, Spike had more than 100 cars, including 10 setouts for the Army and the mine. He had meets with opposing trains at various points all the way across the desert, the first being with a drag at Sulphur Flat, halfway down the hill. And his Mallet had a temperamental air pump.

With full tonnage, heavy traffic, difficult switching, and a bad pump, Spike decided that this was what he had been waiting for—the right time to put Pretty-Face on the spot. He began complaining of a stomach ache almost as soon as he climbed into the cab. He might not have tried his little trick if he'd known that P. Virgil Miller had appeared at the last minute and swung on the caboose just as Spike left Malta. But the engineer didn't know it. After making a few mileposts he doubled up on the seatbox and groaned. His train, with no check on the air valve, picked up speed, racing toward the Flat.

When Spike howled that he had cramps and couldn't handle his engine, it was up to the fireman to take over the right side until he could get orders from the dispatcher. Morton did so, and Jerry did the firing. Spike continued to bend up and moan, but every now and then, when Pretty-Face wasn't looking, he would peer at Jerry, wink, and then emit another howl.

Morton's hand was rough on the air; he didn't know how to baby it along. Instead of slowing with easy reductions, he slammed the brakes on when he

thought they were running too fast. With each application the train bucked. Spike grimaced at the thought that every car was being shaken and the boys in the caboose were being rattled up in a way they wouldn't soon forget.

As soon as they were in the siding th the Flat, conductor Hanlon came forward, to bawl out Spike.

"What in hell is wrong with you tonight, Nolan?" he yelled as he climbed into the engine. "You run this mill like you're drunk or crazy—and P. Virgil is in the crummy, too! You jolted him plenty— Hey, what goes on here?"

Hanlon had just seen Spike folded up on the fireman's seatbox and Morton getting out the oilcan.

Jerry explained somewhat gleefully that Pretty-Face had been at the throttle. The seasoned O.R.C. quickly caught on and was about to berate the fireman when Superintendent Miller appeared in the gangway, his icy blue eyes boring holes through every man in the cab. When the brass collar learned what had happened, he asked Morton if he thought he could bring the train on into Elton without pulling every drawbar behind him.

The kid expanded his thick chest and nodded wisely. "I sure can, Mr. Miller. Had a little trouble with the air valve at first—it's that old New York type—but it's okay now."

"What about giving us a brakeman on this end?" Hanlon asked. "Donovan has to fire."

Mr. Miller proudly sprang into the breach. "I will act as brakeman. How do you feel, Nolan?"

"Better," Spike stuttered, thinking that the whole thing was getting out of hand and perhaps he'd better call it off. "I'll be all right in an hour or so," he declared. "It must be something I ate."

"No doubt," Miller said dryly.

A REDBALL lumbered up the hill and chugged through the Flat as Hanlon went back to the caboose. Pretty-Face got under way again. The superintendent sat on the fireman's seatbox, watching him fumble with throttle and air valve.

It was the longest train that the handsome tallowpot had ever tried to handle, but he was over-anxious to show the boss his skill at the controls. Instead of coming down the grade with easy applications of airbrakes, Morton couldn't seem to get the right reductions. Apparently he went into a trance until they were rolling a bit too fast and then, banging the brakes on, he caused No. 67 to buck like a wild steer. Brakes squalled and spat fire.

This went on until they leveled off just before coming into Gebo. There they took the siding for 68, after which there was switching to do. Miller hopped off and deftly threw the switch. Morton crept into the hole. While the super stood in the gangway watching the eastbound redball, Jerry unceremoniously nudged him and asked if he intended making a cut.

P.V.M. got a lantern and went back, the light bobbing at a crazy angle near his knees. He cut off five cars and gave a signal intended to be a *go-head,* but which was really a cross between a *washout* and a *backup.* Morton sent the Mallet lunging ahead.

The five boxcars rolled into the spur. Mr. Miller watched the tracks instead of looking up for the high ends of boxcars. Because it was pitch dark, he did not see a flatcar loaded with heavy pipe that had been kicked halfway down the siding. He signaled Morton to come on; and the flustered young fireman, still trying to demonstrate his ability, opened the throttle.

Superintendent Miller made a second mistake then. Instead of riding the last car, he waited at the switch and caught the third one; then he rode the step. And the way Pretty-Face sent them batting up the spur it was a perfect set-up for a "kiss" and damaged cars.

But Jerry Donovan had learned his railroading under old Spike Nolan. He knew the value of cooperation—not the super's kind, but cooperation with other trainmen. And anyway, Mr. Miller wasn't a brass hat tonight; he was only a student brakeman. Jerry scrambled back over the tank to make sure the cars were properly spotted.

Almost as soon as he reached the deck of the first car he saw the flat loaded with pipe. Then he returned to the cab, yelling at Morton to stop. They bucked to a standstill just short of the flatcar. Jerry met the superintendent on the ground beside the tender.

Mr. Miller inquired briskly. "Why did we stop here?"

"Take a look ahead," said Jerry, "If we'd rammed that flat at the rate we were coming, there'd be iron and splinters all over the rails."

The superintendent walked back and looked at the flat car. "Who kicked that in here?" he growled. "This is gross carelessness!"

"Whose?" Jerry countered slyly. "It's a brakeman's job to watch out for this kinda thing."

MILLER didn't answer, and the men went about their work. After spotting the five cars at the Army base they came back and cut off five more for the mine. Spike watched with a twinkle of amusement. Three loads had to be picked up at the mine; the fun

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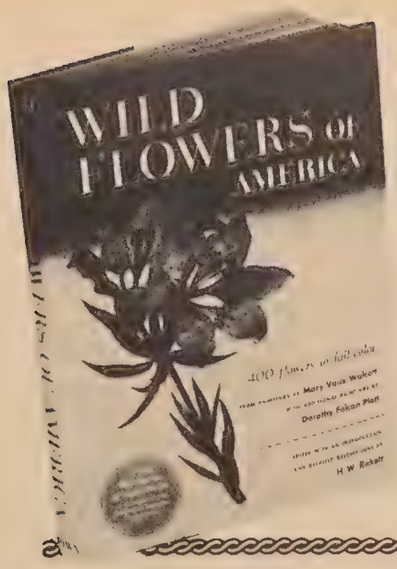

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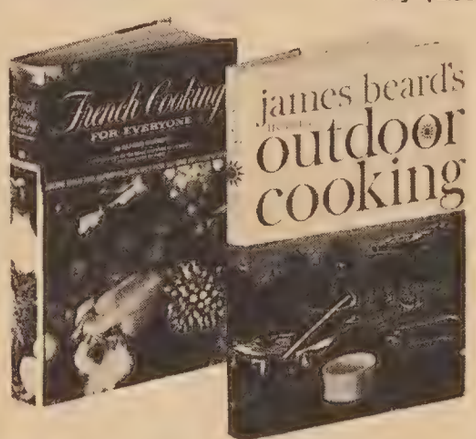

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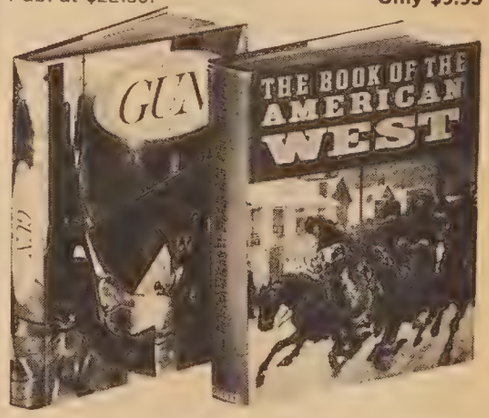

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was about to begin. The mine tracks were all on a grade and Morton was sure to have trouble.

Mike Foley, the rear brakeman, ambled up from the parlor and swung on as they started into the mine spur. He knew it was difficult to make switches up there. The three loaded cars, they found, were under the bunkers. These had to be pulled out and backed into a house track where there was only a little room. When P.V.M. cut them off, Mike shouted at him to tie them down. The super was going up a ladder as Pretty-Face backed the empties down under the bunkers.

And when Mr. Miller started twisting a brake wheel he found it turned easily, much too easily. In fact, it kept right on winding. He wasted a few seconds figuring out that the chain was broken. Then he climbed down, intending to go on to the next car, but as his feet hit the ground the flanges squeaked and the three loads began to move. The super hesitated. When he did go on toward the next car they were rolling faster. He started to run with them as the speed of the gondolas increased. At length he jumped onto the last car, the one with no brakes, climbed the ladder, and swung his lantern in a succession of amber swirls.

With the empties spotted and Mike Foley tying them down, Spike looked out and caught a glimpse of the superintendent's lantern describing wild arcs on the end of a gondola. Instantly he knew what had happened. Now, he decided, was the time to recover from his so-called acute indigestion. He lifted his huge bulk from the seatbox.

"They got away!" he yelled, jumping for the whistle cord to call Mike in. "Get to hell out of the way, Morton! That fool Miller is tryin' to kill himself."

The Mallet shot ahead, raced down the grade, and soon had the gondolas coupled to her nose. The superintendent, his frozen face still a mask, got back on the engine and glowered at the hogger.

"Just another instance of failure to report faulty equipment," he said flatly. "If you were on your toes these things couldn't occur so often."

Right then Spike realized that Mr. Miller had overlooked one important fact. If it hadn't been for cooperation—of another kind—the superintendent might have found himself bruised and cut from jumping, or right in the middle of a wreck! But Spike held his tongue. They straightened out the situation and went on into Gebo. Now their pickups were ahead of the engine and it would be hard to get them onto the head end of 67.

Superintendent Miller spoke of this when they stopped. "I don't see how you are to get those cars in place.

Spike's eyes brightened. "Did you ever hear of a Chinaman drop, Mr. Miller?"

The official's face was a question mark, and Spike explained.

"It's a switch outlawed by brass collars who can't seem to understand that trainmen often have to use their own judgment to get over the road. Of course," Spike added, "making this switch requires old heads who know how to *cooperate*."

"Is it dangerous?" Mr. Miller inquired uncertainly.

"Not with trainmen like these." Spike jerked a thumb at Jerry Donovan. "I'd say there was no risk whatever."

Surprisingly enough, the official said: "Let's see you make it."

THE MAIN STEM at Gebo and the Army spur made a good locale for a "Chinaman drop." Spike sent the three gondolas sailing up the grade on the high iron. Jerry cut them off and stayed with them. Spike stopped short of the spur, brakeman Foley threw the switch, and the Mallet headed into it.

When the cars on the main lost momentum and stopped, Jerry let them roll back, instead of using or setting the brakes. As soon as they cleared the spur switch points, Spike backed out, overtook them, and presto! They were behind the engine. This was a neat, precise bit of railroading. The superintendent was impressed.

"Nothing to it," Spike said to Mr. Miller, kicking them into No. 67 and pumping up his train line.

The super had nothing to say during the rest of the run, but when they clicked into the yard at Elton and he was ready to drop off, he turned to Spike with a troubled query: "I presume your report will show exactly what happened tonight, Nolan?"

"What report?" Spike retorted. "We're here, ain't we—and about on time. The only one that I will have to make is a work report on the air pump."

Mr. Miller was chastened. His face seemed to have lost a little of its hardness, and he said, "Bulletin 990 requires cooperation—"

"Hell!" the engineer roared. "You saw some mighty good samples of cooperation tonight—the right kind. Ain't that enough?"

The super nodded thoughtfully. "Perhaps it is," he admitted. ●

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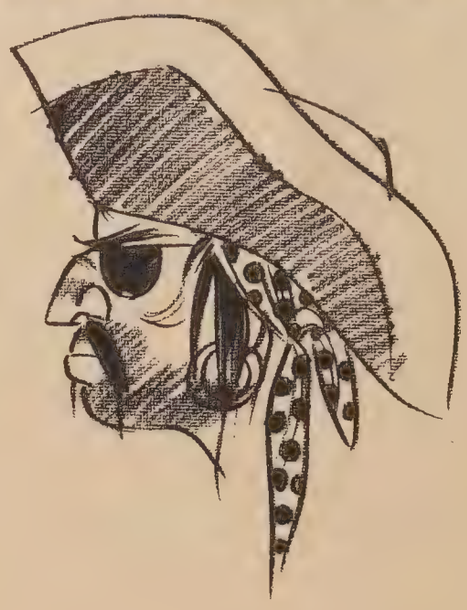

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Arkansas & Louisiana Missouri 34, a GE 380-hp. unit built in 1946.
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Shortlines of Louisiana

Present-day locomotive rosters compiled by Sy Reich

Arkansas & Louisiana Missouri Railway

Road Nos.	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
10	1000	GM-EMD	NW2	B-B	74,500	?	1949	
11	1200	GM-EMD	SW7	B-B	74,500	?	1950	
12	1200	GM-EMD	SW9	B-B	74,500	?	1952	
32	250	Plymouth	ML-8	B	15,000	60,000	1942	1
34	380	GE	44-ton	B-B	22,000	88,000	1946	2
			Feliciana Eastern Railroad					
88	900	Alco	HH 900	B-B	60,000	200,000	1939	3
204	1000	Alco-GE	RS-1	B-B	72,000	240,000	1945	4
			Helena Southwestern Railroad					
300	380	GE	44-ton	B-B	22,000	88,000	1948	
			Louisiana & North West Railroad					
40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	
42	1000	Baldwin	VO 1000	B-B	60,145	240,580	1943	5
43	1000	Baldwin	VO 1000	B-B	61,338	245,550	1945	5
			Louisiana Eastern Railroad					
?	?	Whitcomb	30-ton	B	15,000	60,000	1930	6
?	?	GE	65-ton	B-B	32,500	130,000	?	7
?	?	GE	65-ton	B-B	32,500	130,000	?	8
2 units	?	Plymouth	80-ton	?	?	160,000	?	9
?	600	GM-EMD	SW1	B-B	49,500	199,500	1940	10
			Louisiana Midland Railway					
10	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	11
11	600	GM-EMD	SW1	B-B	49,500	198,000	1952	21
12	800	GM-EMD	SW8	B-B	57,500	230,000	1953	22
?	600	GM-EMD	SW1	B-B	49,500	199,500	1940	12
?	600	GM-EMC	SW	B-B	60,000	200,000	1937	13

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Louisiana Southern Railway

1	300	GE	45 ton	B-B	22,500	90,000	1941	14
501	300	GE	45 ton	B-B	22,500	90,000	1941	15
504-505	500	GE	80 ton	B-B	48,750	162,500	1939	16

Natchez, Uraina & Ruston Railway

Owns one unit; see photo above.

New Orleans & Lower Coast Railroad

1650	165	Plymouth	JDT-18	B	9,000	36,000	1957	17
3002	100	Plymouth	JLA-12	B	6,000	24,000	1935	18
6604-6606	660	Alco-GE	S1	B-B	59,400	198,000	1947	19

New Orleans Public Belt Railroad

31-33	900	Baldwin	VO 900	B-B	73,800	246,000	1937
41	660	Baldwin	VO 660	B-B	59,370	197,900	1941
42-43	660	Baldwin	VO 660	B-B	59,370	197,900	1942
44-46	660	BW	DS 4-4-660	B-B	59,976	199,920	1946
47-49	660	BW	DS 4-4-660	B-B	58,980	196,600	1949
50-51	800	BLHW	S-8	B-B	59,460	198,200	1951
61-62	1200	BLHW	S-12	B-B	72,210	240,700	1955
71-72	1200	GM-EMD	SW1200	B-B	60,950	237,410	1957

New Orleans Terminal Company (owns no locomotives)

New Orleans Union Passenger Terminal

1-3	800	GM-EMD	SW8	B-B	56,500	230,000	1953	20

North Louisiana & Gulf Railroad

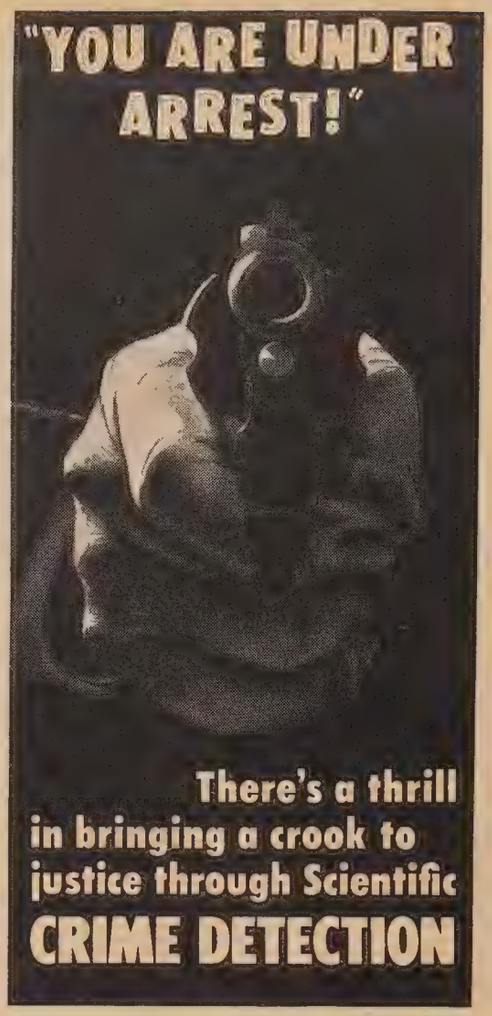
37-38	800	GM-EMD	SW8	B-B	69,000	230,000	1953	
102, 104	600	GE	70-ton	B-B	41,300	140,000	1954	

South Shore Railway

11	600	GM-EMD	SW1	B-B	49,500	198,000	1952	21
12	800	GM-EMD	SW8	B-B	57,500	230,000	1953	22
2 units	600	GM-EMC	SW	B-B	60,000	200,000	1937	23

Texarkana Union Station Trust (owns no locomotives)

South Shore 12 was 800-hp. GM built in 1953; is now Illinois Central 802.



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To guard and protect our forests, fish and wild game, Game Wardens are empowered to enforce the Conservation Laws and arrest violators. Positions of prestige and authority! Other exciting activities include supervising fire patrols and reforestation projects, banding wildfowl, inoculating wild game against disease, etc.-a never-ending campaign of protection for our great national resources.

VACATION JOBS—

a wonderful way to get started!

Make valuable contacts and "learn the ropes." No special training or experience needed. Students can prepare now for next vacation period.

500,000 NEW JOBS

A national weekly news magazine recently stated that according to government studies and forecasts job opportunities in the outdoor field are due for rapid increases in the years just ahead. Estimates range as high as 500,000 new jobs by 1980 in operation and management of public and private recreation areas. Special skills and training will be needed by people to fill sub-professional jobs. North American graduates are working *right now* in outdoor positions of responsibility in almost every State. You, too, may already have the basic talents for an exciting outdoor position. Find out all about it now. Mail the coupon today!

Rush COUPON for FREE "CONSERVATION CAREER KIT"

If you're an outdoor man at heart, get the facts on exciting career opportunities in Conservation for you. Send for **FREE "CONSERVATION CAREER KIT"**, including 20-Page Conservation Career **Fact Book**, self-scoring **Aptitude Quiz**, 3-month subscription to **"Conservation Topics"**, plus exciting report **"JOBS FOR SPORTSMEN"**—How & Where to Get Them." No cost, no obligation, now or ever. No salesman will call. Rush coupon today!

Accredited Member, Nat'l Home Study Council. Auth. to issue Diplomas by Calif. State Superintendent of Instruction.

ALL 4 FREE MAIL COUPON

NORTH AMERICAN SCHOOL OF CONSERVATION, Dept. 4045
4500 Campus Drive, Newport, Calif. 92660

Rush **"CONSERVATION CAREER KIT"** including Book, Aptitude Quiz, 3 month subscription and Job Report **ALL FREE!**

NAME_____ AGE_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

(Approved for Veterans under new G.I. Bill)

New Orleans Union Passenger Terminal 2 is now Jones & Laughlin Steel 101.

Texas Pacific-Missouri Pacific Terminal RR. of New Orleans

848-849	1500	GM-EMD	F7A	B-B	60,325	241,300	1950	26
957	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	24
958	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	25
1057-1058	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
1059-1060	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
1061	1500	Alco-GE	RS-2	B-B	61,185	244,740	1948	28
1071	1800	Alco	RS-3	B-B	61,185	244,740	1956	29
6602	660	Alco-GE	S1	B-B	59,850	199,500	1940	30
6603	660	Alco-GE	S1	B-B	59,400	198,000	1941	31

Notes on Louisiana Shortlines

Rosters are based on data from officials of LE, Precision Engineering, TP-MP, L&NW, NOPB, NOUPT, NL&G, Peabody Coal, W-W, WP, Agrico Chemical, George R. Silcott, Robert J. Duffy, A&LM, Empire Coke, A&S, Southern Ry., Inland Steel, and Aliquippa & Southern. It is accurate as of first quarter, 1968.

For the purpose of our rosters, a shortline railroad is defined as a common carrier railroad, listed in either the Official Guide or the Pocket List of Railroad Officials, which has a length of less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) A&LM 32 originally belonged to U.S. Air Force Technical School, Gulfport Field, Gulfport, Miss.; then to A&LM as No. 32; then to Monroe Sand & Gravel as No. 32.

(2) A&LM 34 was originally Laurinburg & Southern 100, then MS&G 100, then A&LM 34.

(3) FE 88 was originally Birmingham Southern 50, then BS 88, then Birmingham Rail & Locomotive 88, then FE 88.

(4) FE 204 was orginally Minneapolis & St. Louis 1144, then M&SL 204, then Chicago & North Western 204, then FE 204.

(5) L&NW 42-43 were originally St. Louis-Southwestern 1005, 1009, then L&NW 42-43 (4/63), then Georgetown Railroad ?.

(6) LE ? was built for Ettrick Railroad and acquired by LE from U.S. Navy.

(7) LE ? came from U.S. Army.

(8) LE ? came from U.S. Navy.

(9) LE ? and ? are diesel-hydraulics, obtained from Inland Steel.

(10) LE ? was originally Delaware, Lackawanna & Western 437, then Erie-Lackawanna 359, then Preston W. Duffy & Son 359, then LE ?.

(11) LM 10 was sold to Illinois Central, renumbered 236.

(12) LM ? was originally DL&W 434, then E-L 356, then LM ?.

(13) LM ? was originally Elgin, Joliet & Eastern 206, then South Shore Railway ?, then LM ?, then Empire Coke Co. 206.

(14) LS 1 renumbered 502, then sold to New Orleans & North Eastern, renumbered 6841.

(15) LS 501 sold to Pacolet Mfg. Co.

(16) LS 504-505 were originally Northeast Oklahoma 253-254, then LS 504-505.

(17) NO&LE 1650 was originally NO&LC 3003, then 1650.

(18) NO&LC 3002 sold to T.P. Thompson Co. 4/3/59.

(19) NO&LC 6604-6606 were originally NO&LC 9013-9015, then NO&LC 6604-6606, then George R. Silcott Ry. Equipment 6604-6606 (3/28/63, 4/4/63, 3/28/63), then Brooklyn Eastern District Terminal 22-24.

(20) NOUPT 2 was sold to Preston W. Duffy & Son then to Jones & Laughlin Steel, renumbered 101.

(21) LM 11 became South Shore Ry. 11.

(22) SS 12 was sold to LM, renumbered 12; then to Illinois Central, renumbered 802.

(23) EJ&E 206, 208 were sold to SS on 8/13/55 and 6/10/55 respectively. 206 was sold to LM, renumbered ?; then sold to Empire Coke Co., renumbered 206.

(24) TP-MP 957 was originally TP-MP 22, then TP-MP 957, then Precision Engineering 957 (8/3/67), then Peabody Coal Co., no number.

(25) TP-MP 958 was originally TP-MP 23, then TP-MP 958, then PE 958 (8/3/67), then Alton & Southern 33 (2nd).

(26) TP-MP 848-849 were originally Denver & Rio Grande Western 5684, 5694; then PE 5684, 5694, then TP-MP 848-849 (8/7/67).

(27) TP-MP 1057-1060 were originally TP-MP 11-14, then TP-MP 1057-1060. TP-MP 1057 was sold to George R. Silcott Ry. Equipment, renumbered 1057 (2/10/67); then sold to Washington-Western Ry., renumbered 1057. TP-MP 1058 was sold to Preston W. Duffy & Son, renumbered 1058 (1/25/67); then to Tidewater Southern, renumbered 744. TP-MP 1059-1060 were sold to Agrico Chemical Co. 9/19/66, renumbered 10-11.

(28) TP-MP 1061 was originally TP-MP 21, then TP-MP 956, then repowered with GM-EMD diesels 8/65 to 1200 hp., renumbered 1061.

(29) TP-MP 1071 was originally TP-MP 24, then TP-MP 959, then repowered with GM-EMD diesels 9/66 to 1200 hp. renumbered 1071.

(30) TP-MP 6602 was originally TP-MP 3, then TP-MP 6602, then scrapped 9/20/66.

(31) TP-MP 6603 was originally TP-MP 4, then TP-MP 6603, then George R. Silcott Ry. Equipment 6603 ,then PE 6603, then Relco 6603. ●

TP-MP Terml. RR of New Orleans name is longer than loco, hence abbrevation.

Weird New Sonic Lure Caught Fish Like Crazy!

By Lyman Walton, Co-Inventor
As Told to Paul Stag
The Weekend Fisherman

Think of it! My new VIBRATING LURE gives loud, GURGLING, SPLASHING, BUBBLING sounds as you skitter it along the surface of the water! Sends out up to 200 vibrations every minute underneath that water! Looks COMPLETELY UNLIKE ANYTHING THAT ANY FRESH WATER FISH HAS SEEN BEFORE.

And has already used this weird sight and weird sound and weird sonic vibrations — in one of its very first Summer trials — to lure fish into attacking it so savagely that they actually knocked it out of the water. Hauled in trout, bass, muskie, walleye, and pike, even when other lures had caught little or no fish right next to it! Heres why —

THIS IS AN ARTIST'S CONCEPTION OF THE VIBRA-BAT LURE AND IT'S SONIC EFFECT UNDER WATER! I believe it to be irresistible to fish! Try it entirely at our risk!

CAUGHT! 120 FISH IN ONE HOUR!

Yes! Imagine that YOU were there — at Cattail Lake, Illinois, on August 20, 1961. A hot summer day! A beautiful stream-fed pond — 90 by 60 feet wide! Fishermen trying lures, flies, natural bait! But despite the fact that this is a stocked trout farm with no limit, there is only an occasional strike. It looks like a wasted day!

And then, three die-hard friends decide to try their luck with me! We start to cast from the edge of the water. At the end of our lines is an **ENTIRELY DIFFERENT LURE** — a weird little metal monster that casts like a bullet and flutters back through the water like a drowning bat!

EVEN EXPERIENCED FISHERMEN WATCHED IN AMAZEMENT!

Almost at once **THAT QUIET WATER EXPLODES INTO ACTION!** The first strike causes a shout of excitement! And then a second strike! A third, fourth, sixth, seventh, eighth! Beautiful rainbows and browns still shimmering from the water — being pulled in at the rate of more than one every minute!

Now the water is almost exploding with fish striking! Sometimes four and five trout savagely attack one lure at the same time! Fifty — seventy — ninety fish are caught and released! People along the shore stop to watch the spectacle!

In one short hour, we have caught and released 120 fish! All **WITH** the very same weird little lure that can go to work for you next week, without your risking a penny!

WHAT'S THE SECRET? UNDERWATER SONIC VIBRATIONS!

Why did this bat-shaped lure catch fish by the stringer-full — even after ordinary lures, and natural bait have caught little or nothing? For this simple reason —

Meet Lyman Walton — a direct descendant of Isaac Walton and co-inventor of the amazing VIBRA-BAT LURE.

Because this lure gives off unique **GURGLING, BUBBLING, SPLASHING SURFACE NOISES** — plus up to 200 sonic vibrations every minute underneath that water — that I believe **FISH FIND IRRESISTIBLE!**

Yes! I am certain that sonic pulsations are the answer to every fisherman's prayer. I have studied the Navy Fish Biologist reports about the sounds fish make between themselves in the water! I have seen fish follow the propellers of a boat as though they were hypnotized by the sound!

And I have always believed that if I could take those gurgling, bubbling, splashing surface sounds and underwater vibrations — that actually seemed to **CALL FISH TO THEM** — and build that sound into a "Vibrating Lure" then it could haul in eye-popping catches, even where ordinary lures had caught little or nothing at all! Even in hard-fished waters where the wise old fish run away from ordinary lures!

JUST READ THESE FISH-CATCHING ACHIEVEMENTS! TRY IT AT OUR RISK!

Yes! Research showed me that lures, like fish, create Sonic Vibrations in the water by their movements! So I have designed a lure that I estimate **FLUTTERS THROUGH THAT WATER UP TO 200 TIMES A MINUTE!** Wing-shaped — bat-like — **JERKING AND FLUTTERING MADLY THROUGH THAT WATER — SENDING OUT IRRESISTIBLE SONIC WAVES — GURGLING, SPLASHING, BUBBLING SURFACE SOUNDS THAT TRAVEL THROUGH WATER IN EVERY DIRECTION, AT THE RATE OF 4,760 FEET EVERY SECOND, THE ACTUAL SPEED OF SOUND UNDER WATER!**

No wonder this "**VIBRA-BAT**" lure caught a 10 pound 7½ ounce Northern on one of its first tests — only moments after it hit the water — hauled in six bass in sixty minutes in another test, all 2½ pounds or larger — pulled in perch by the dozens in a third test at Belmont Harbor, Illinois, even after live bait and lures had scarcely a strike, and **CONTINUED** to land so many fish, so quickly, **THAT FISHERMEN WATCHED IN AMAZEMENT!**

No wonder our tests show this revolutionary new lure hauls in trout, bass, muskie, walleye, pike, salmon and other fresh water fish even in hard fished waters — produces strikes even when other fishermen alongside it are going almost unrewarded!

AMAZING 6-MONTH TRIAL OFFER

You simply cannot believe the fish-catching powers of this amazing lure until you try it yourself, **FOR 6 FULL MONTHS ENTIRELY AT OUR RISK!** We cannot guarantee, of course, that these amazing VIBRA-BAT SONIC LURES will produce for you in every pond, river or lake everytime you go fishing **BUT WE DO GUARANTEE** that these VIBRA-BAT LURES will definitely catch MORE fish for you . . . make you agree that this is the greatest little lure you've ever used — OR SIMPLY RETURN THEM ANYTIME WITHIN SIX FULL MONTHS FOR EVERY CENT OF YOUR PURCHASE PRICE BACK!

You and you alone are the only judge! You have nothing to lose! Send in the Six Month Trial Coupon TODAY!

SPECIAL NOTICE

Harrison Industries has told on this page the amazing story of the **VIBRA-BAT** as related to us by Lyman Walton.

We have received signed statements from Lyman Walton and other fishermen that these facts are correct.

Incidentally—the words "Gurgling—Splashing—Bubbling" are Walton's particular translation of the weird sound. Actually no two fishermen would agree on a description of this sound. But you will agree on its amazing results, or your money back!

—MAIL AMAZING 6 MONTH TRIAL COUPON TODAY—

HILLSDALE ASSOCIATES, DEPT. AMG-668
208 East 43rd Street, New York 10017

Yes, I want to try **VIBRA-BAT** Lures on Amazng **6 MONTH TRIAL OFFER.** Send me set of three different **VIBRA-BAT** Lures in gleaming Nickel, Yellow and Jet Black color combinations . . . all for only $2.98 (4.00 value!) if **VIBRA-BAT** does not catch more fish . . . and make fishing more fun . . . if **VIBRA-BAT** is not the greatest lure I've ever used, I can return it within 6 months for full refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of **VIBRA-BATS** postpaid. I **SAVE** all C.O.D. charges. Money Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money Back Guarantee.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Dancing in Union Station, Washington, D.C., on a recent evening followed a "Meet the *Metroliner*" dinner. Members of Traveler's Aid junior committee served as ushers. To set them apart from the more formally dressed guests, the girls were clad in vivid orange mini-skirts, black sweaters, and engineers' caps; boys in railroad coveralls.

Penn Central photographs

LOCO model depicted on page 50 of our January issue has been sold, reports Mrs. Guy A. Vaughan, widow of the expert who built it years ago. Reluctant to sell the masterpiece but obliged to do so, Mrs. Vaughan thought readers of *Railroad Magazine* might be interested, especially since we had printed the story of Vaughan's model-building avocation back in 1948. Our recent mention that the *Gov. Smith* model was for sale brought several responses. It was bought by a Dr. Irwin of Vermont, Vaughan's native state, who says it will be kept under glass.

Along the Steam Trail

Sy Reich

Robert H. Fuson, who wrote our Yucatan feature on page 18, is a professor of geography and chairman of the Geography Department at the University of South Florida in Tampa. Apropos of that article, William C. Kessel, 99 Center St., Hamburg, N.Y. 14075, reports that Pullman sleeping-car travel in Mexico is actually cheaper than U.S. Pullman fares were in 1939.

Bill is the director of public relations at Erie County Technical Institute and a contributor to *Railroad* and *Trains*. On a recent visit south of the border with his wife, he found first-class rail travel there comparable with present U.S. standards. An air-conditioned ride of 124 miles in a reserved coach seat in Mexico costs only $1.03. Overnight trip in an air-conditioned sleeper, $4.84. All of which adds up to a good vacation tip for this summer.

HOBBY CLUB

conducted by Sy Reich

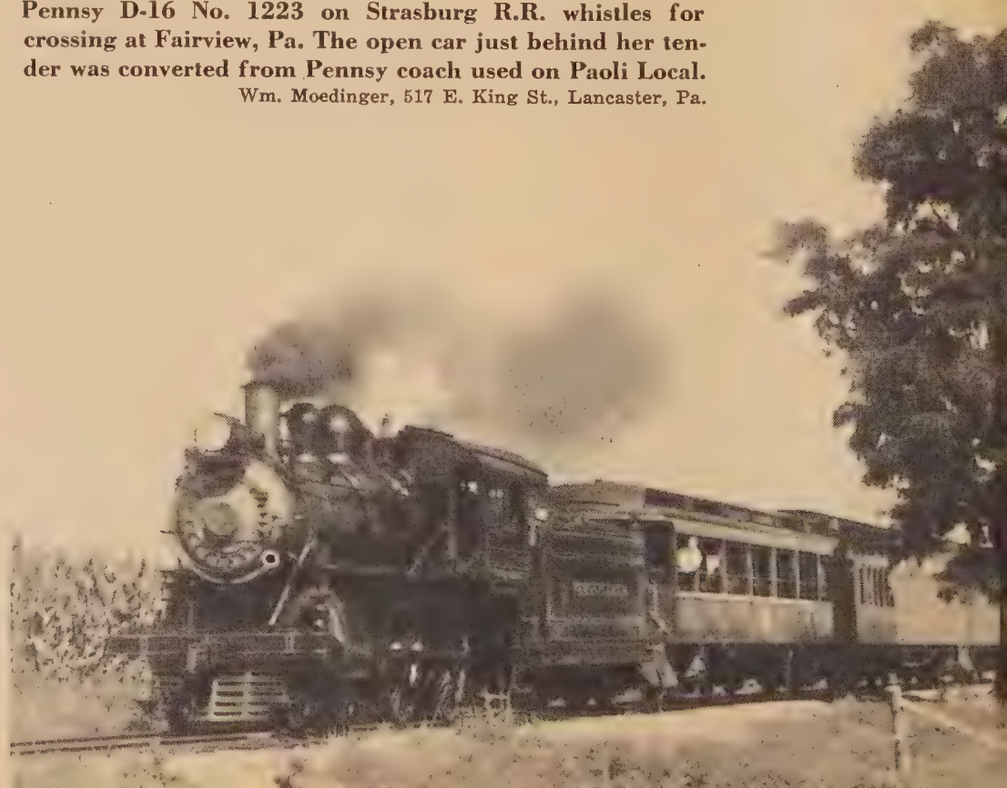
"Golden Spike" ceremony, a spike-driving contest, and other festivities on March 16th marked the 11th anniversary of the Gold Coast Railroad's first steam operation back in 1957. The celebration included operation of No. 153, the museum line's 4-6-2; display of the *Ferdinand Magellan,* former U.S. Presidents' car; and dedication of the new terminal building at 811 S.W. 34th St., Fort Lauderdale, Fla., new permanent home of the non-profit organization. Diligent efforts by members resulted in moving this, the southernmost extant U.S. steam railroad operation, from Miami.

Pinafore Park narrow-gage railway at St. Thomas will continue to operate on summer weekends with two 0-4-0T steamers built in 1926 by Montreal Locomotive Works, reports Don Broadbear, 477 Charlotte St., London, Ont., Canada. Don's father, Percy, died last August; he had overseen the establishment of the railway in the park, 1961-'63. Two old open trolley cars are used as coaches. Send for brochure with schedules and further details.

Strasburg Rail Road, near Lancaster, Pa., has purchased former Virginia & Truckee No. 20, the *Tahoe,* a 2-6-0 (Baldwin, 1875), reports L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. Intended for the proposed Pennsylvania State Railroad Museum, the loco has been well preserved

Pennsy D-16 No. 1223 on Strasburg R.R. whistles for crossing at Fairview, Pa. The open car just behind her tender was converted from Pennsy coach used on Paoli Local.

Wm. Moedinger, 517 E. King St., Lancaster, Pa.



Beat this for a New Spare-Time or Full-Time Job!

Enjoy the High Earnings, Prestige and Security Offered in This Booming Professional Field

If you're an average person with some high school education, here's your chance to render a great service to the community, and get paid handsomely. No previous experience is necessary. Some men operate privately part time, then switch to full time later. (This is NOT a sales job.)

An Exciting Profession, Richly Rewarding

What has created this unusual opportunity? The ever increasing number of insurance claims being filed because of auto accidents, home accidents, fires, thefts, tornados and floods. People are badly needed by insurance and transportation companies, as well as government agencies, to investigate these unfortunate losses, and quickly provide money in fair payment. ***And the demand for good trained investigators far exceeds the supply.***

We Train You Privately by Mail

The Liberty School of Claim Investigating has quickly trained hundreds of men, who used to work at boring, humdrum jobs in factories and offices to become professional accident investigators. Only 15 minutes reading a day puts you on the road to success. You can progress as fast or as slow as you wish.

Since there are only 24 lessons, some men have received their diplomas in five or six weeks. Others prefer a more leisurely training program. (And the cost is less than you'd imagine, with payments as little as $10 a month.)

Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. John Parzynski, a former plant guard, writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day working as an independent investigator.

Free Employment Help

We give you FREE employment help through our NATION-WIDE PLACEMENT SERVICE—or show you how to start an investigating business of your own at home.

The coupon at right or postcard addressed to Jim Edwards, Dept. 155 Liberty School, 162 E. Cook, Libertyville, Illinois 60048, brings you complete information. No salesman will call. (The Liberty School is fully approved under the new G.I. Bill for Veterans and Servicemen's Educational Benefits.)

Your Choice of Three Careers

(1.) Be a Company Staff Investigator. A car is furnished. Starting pay and benefits equal about $8,000 a year. **(2.) Be a Spare-Time Investigator.** Lots of men keep their regular jobs and earn $50 to $100 a week extra. **(3.) Be an Independent Investigator.** Work from your home. (No special tools or equipment required.)

Jim Edwards, Director, Dept. 155
Liberty School of Claim Investigating
162 E. Cook, Libertyville, Illinois 60048

MAIL FOR FREE INFORMATION

Rush me your FREE BROCHURE showing how I can make as much as $1,000 a month full time or up to $8 an hour part time by getting into the Booming Accident Investigating Field. This does not obligate me in any way, and no salesman will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip_____

and a shed will be built to keep her that way. The 75,000-lb. engine has 17x24" cylinders and 48½" drivers. V&T sold her in 1942 to the C.C. Bong Construction Co. of El Monte, Calif., from which the Pennsylvania Bureau of Museums bought her for $22,000.

Steam fans are enjoying the 1½-hour Czechoslovakian feature film, *Closely Watched Trains,* with Czech dialogue translated into English titles, now being shown at movie theaters in the U.S.A. Its events happen in and around a rural railroad station and steam-powered trains. You see considerable steam action, train dispatching, and some sexy sequences involving railroad employes.

Looking for steam locomotive repair parts? We learn that Robert Carlson, 17 Frederick St., Newington, Ct. 06111, plans to have some Type A superheaters made up. The more ordered, the less the cost per unit. Anyone interested should write to him. He can also furnish piston rings, metallic packing, and staybolts, and will make a die for forging flexible staybolts if there is sufficient demand.

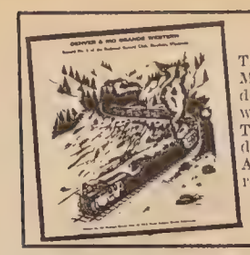
Miss Cynthia Dookie, pictured in front of a steam locomotive, has won a beauty contest for the title "Miss Diesel Dan" conducted by the Jamaica Railway Corp. in the West Indies. This line, which features a male cartoon character named Diesel Dan in its advertising, decided to have a *Miss* Diesel Dan in real life. Cynthia is a telephone operator, age 19, niece of a railway stationmaster, who taught her the Morse telegraphic code.

"I have always loved steam locomotives," she says, "especially when I hear their whistles blowing in the hills."

She is a member of the Jamaica Railway Society, 27 Waterloo Ave., Kingston 10, Jamaica, West Indies, which occasionally sponsors steam trips and invites railfans from other countries. (See July 7th entry, page 61.) Albert Lee, the group's official photographer, made her portrait. Runners-up in the beauty contest were Miss Vivienne Black and Miss Lacie Hines.

Largest and heaviest Davenport loco still operable is believed to be former Mojave Northern No. 2, an 0-6-0T donated to California Southern Railroad Museum by Southwestern Portland Cement Co., reports W.B. Garner, 2745 Fremontia Dr., San Bernardino, Calif. 92404. He is steam locomotive chairman of the museum, which operates in conjunction with Orange Empire Trolley Museum at Perris, Calif. Most Davenports were 0-4-0T types; this six-wheeler weighs just over 60 tons and burns oil. Recent operation has been confined to every other Saturday, but there are prospects for more frequent service. Hence, another example of steam and electric museum operation in conjunction with each other.

Wilmington & Western Rail Road will operate with steam again this year from Greenbank to Mt. Cuba, Del., reports publicity chairman Henry R. Dickinson Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036. Trains will run Saturdays, Sundays, and holidays in the afternoons. A former PRR air-brake instruction car has been acquired for exhibit, as has the old W&W Yorklyn station, built in 1873 and moved to Greenbank. Restoration of former PRR



NARROW GAUGE

The D&RGW back in 1956! Minute after minute of thundering exhausts as No. 486 works upgrade at Cumbres. Then switching with slipping drivers and a lingering whistle. All on 10", 33.3 rpm "on train" recording. $4.50 postpaid.

RAILROAD RECORD CLUB
HAWKINS, WIS. 54530

Just Published

How 88,648 Heavy Smokers Stopped Smoking

NEW YORK — The Anti-Tobacco Center of America has just published a booklet which explains how 88,648 heavy smokers (of whom many are physicians) have stopped smoking without straining their will power. This booklet is available free of charge to smokers. All you need to do, to obtain it, is to send your name and address to The Anti-Tobacco Center of America, Dept. A-278-X 276 Park Avenue South, New York City, 10010. This offer is open while the supply of these booklets lasts.

Operation of Brooklyn Eastern District Term. No. 15 ended Oct. 25, 1963.
Ron Ziel photo from recent Ziel-Foster book "Steam in the Sixties"

doodlebug 4662 is under way. Write Henry for brochure and further info.

Setouts and Pickups

Modern railroad technology is the subject of a new 16mm color movie now available on a free-loan basis from Union Pacific for schools, fan clubs, civic associations, etc. New operating techniques and specialized equipment, including electronic computers and microwave communications, are featured. A catalog of all UP movies now available, with directions for ordering, may be had free from Motion Picture Bureau, Union Pacific Railroad, 1416 Dodge St., Omaha, Neb. 68102.

February issue of *Western Railroader* ran a table of contents for the previous 5 years, and a list of many back issues available. This 16-page monthly costs $2.50 a year; address Box 668, San Mateo, Calif. 94401.

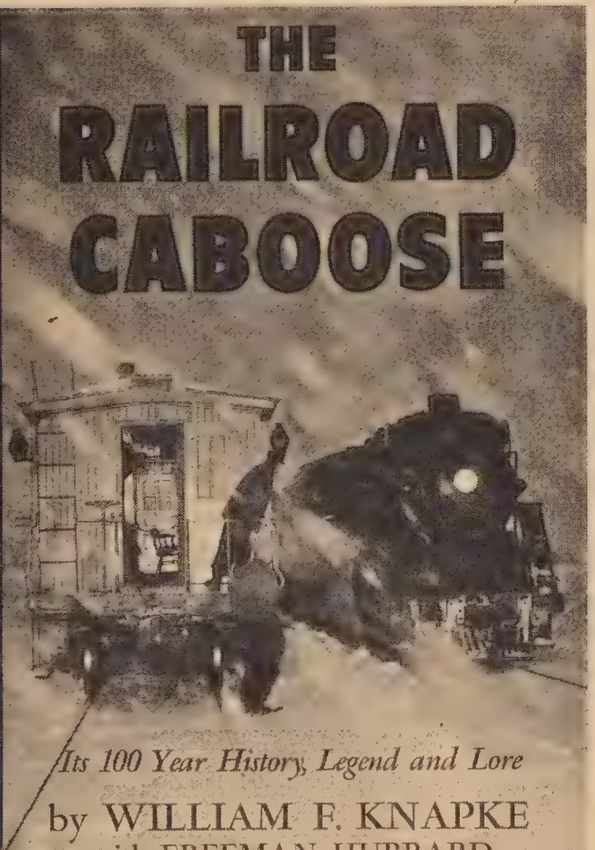
Lapel pin, $1, and key chain, $1.25, commemorating the centennial of the founding of the Order of Railway Conductors and Brakemen, are available from C.H. Anderson, General Secretary-Treasurer, ORCB, P.O. Box 4011, Cedar Rapids, Iowa 52407. Both feature a caboose outline bearing the union's initials.

The Daisy-Picker's Guide is a humorous, mimeographed 15-page essay attempting to explain the fancies and foibles of railfans to their non-railfan wives, girl friends, and families. But who can adequately explain this fascinating and educational hobby to anyone who sees no virtue in it? Ken Brownlee tried, and a few copies are still available from him for $1.25 each, postpaid, at 125 White Horse Pike, Apt. 11, Lynnebrook, Lindenwold, N.J. 08021.

Each *Monthly Newsletter* of Southwest Railroad Historical Society features a large plan drawing, usually a side view, with dimensions, of a locomotive or car, besides regional news and notes. Collectors of loco and car plans, even those not located in the area, may find it worthwhile to join this group. Contact secretary H.E. Cross, 6832 E. Mockingbird Lane, Dallas, Texas 75314.

The Human Side of Railroading is a book just released by the Association of American Railroads telling of occupations and career opportunities in today's railroading field. *Review of Railroad Operations in 1967* is the self-explanatory title of another book by AAR vice president (Economics and Finance Dept.) Burton N. Behling. Both may be had free from the AAR,

This long-awaited Bill Knapke volume, just published by Golden West Books, covers a century of caboose lore and history. Authentic text matter and 165 illustrations. We have listed it on page 60; will review it in July.



Feb. 25, 1968: Strasburg 2-10-0 No. 90 (ex-GW) near Penobscot, Pa., leading Steamtown 127 (ex-CP 1278, class G5d) on fantrip of High Iron Company.
Max Robin, 6 Robert Place, Irvington, N.J. 07111

Rutland RR. water tank at Brushton, N.Y., as it looked last March 17th.
D. W. Clark, 4219 Prince of Wales Ave., Montreal, Que., Canada

Public Relations Dept., Transportation Building, Washington, D.C. 20006.

Commenting on our photo of the Fonda, Johnstown & Gloversville combine in April issue, David F. Nestle, R.D. 2, Ray Rd., Greenwich, N.Y., writes: "Three passenger cars were left on the FJ&G property at that time. Howard C. Miller, then manager, and I sent photos and info. to various museums in an attempt to place the cars. The only one then interested was the National Museum of Transport in St. Louis. When its managers found out that the FJ&G cars would not be transported on their own wheels in trains on mainline railroads, but would have had to be loaded on flatcars according to the dictates of the New York Central, and when they considered what the freight bill would be, they changed their minds. . . . After a long, exasperating effort, which included trying to protect the cars from vandals without too much success, the management chose to have them destroyed for scrap so as to remove what would only be a hazard to kids and property."

The line still gives freight service, interchanging with the Penn Central, and has piggyback facilities.

Adding to note 58 in our shortlines of Indiana rosters (Feb. issue), Lynn Davis says Muncie & Western locos 7 and 8 are still in service. He adds that the Gainesville Midland (now part of Seaboard Coast Line) has an SD-40 loco, No. 10. We had stated in Nov. issue that this line owned no locos.

Rapid disappearance of Railway Post Office cars in most areas is leading to increased railfan interest in RPO lore. The Mobile Post Office Society, noting this development, offers special commemorative covers (stamped envelopes decorated and posted in connection with the commemoration), each with a printed photo of an RPO or a train with an RPO in it. Presently offered are PRR New York-Washington and CNJ New York-Allentown covers, 25¢ each. Illustrated info. sheet comes with each cover, giving a brief history of the RPO route commemorated. More details from MPOS, 217 Niles St., Elizabeth, N.J. 07202.

Vermont Ry., the re-incarnation of part of the Rutland which was abandoned years ago, is making a slow but sure comeback, we learn from a recent monthly *Newsletter* of the 470 Railroad Club, Box 641, Portland, Me. 04104. Since taking over a 40-year lease from the State of Vermont of the 132-mile line from Burlington to Bennington, president Jay L. Wulfson has made many capital improvements, such as refurbished track, sturdier bridges to accommodate modern heavy freight cars,

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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Reading 2-8-8-2 compound No. 1830 drifted into Mt. Carmel Jct., near Mt. Carmel, Pa., on a summer day in 1941 to perform mine switching chore.
Harold M. Davis, 1417 Washington Ave., Chester, Pa. 19013

piggyback facilities, a new General Motors SW-1500 loco, a new enginehouse, etc. Even radio communications have been installed. On-line industries and interchange are increasing. Vermont Ry. now finds itself "an important factor in meeting the economic demands of one segment of New England." Just goes to show what competent management can do.

A "gandy dancer" on the narrow-gage Commonwealth Railway, who enjoys our magazine, is A. G. Chilvens, Camp Rodiga, via Port Augusta 5710, Australia. (His signature is hard to read; we hope we've spelled the name right.) "I am marrying a girl from Omaha," he writes. We wonder how he first got in touch with her.

British railfans in a London auction the other day spent a total of $7324 on outmoded railway items ranging from washbasins ($12) to an oil can ($4.80) and a stationmaster's hat ($14). So brisk was the bidding that a boutique owner had to go up to $110 to get three station signs: "Gentlemen," "Ladies Room," and "Please Adjust Your Dress."

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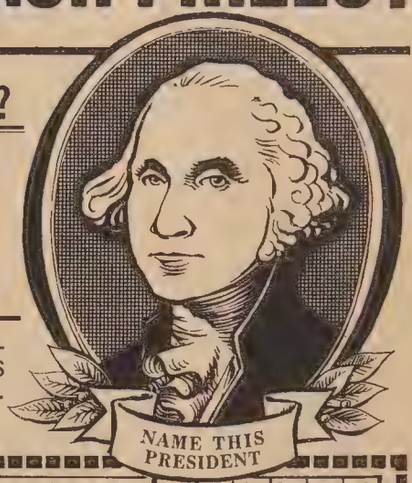

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not under		V	E	R		
wealthy		I	C	H		
rifle		U	N			
mistake		R	R	O	R	
seven days	W	E	E	K		
not asleep	A	W	A	K	E	
four plus two	S	I	X			
worn on head	H	A	T			
eskimo house	I	G	L	O	O	
mid-day	N	O	O	N		
present	G	I	F	T		
five plus five	T	E	N			
bandit	O	U	T	L	A	W
hit with hammer	N	A	I	L		

Mail to: Dept. 5285, AMERICAN HOLIDAY ASSN, 7471 Melrose Ave., Los Angeles, California 90046

Swedish Information Service, 161 E. 42nd St., New York, N.Y.
Swedish State Railways have modernized many of their general cargo terminals to expedite the loading and unloading of merchandise and for moving containerized shipments. One example is Gothenburg terminal (below) which can now handle total of 160 freight cars under one roof at the same time.

Want to buy a quaint, old, railroad station, now abandoned? This one at Gloversville, N.Y., is for sale. When Roger Arcara made the above photograph in 1954, the venerable depot was still serving Fonda, Johnston & Gloversville Railroad.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $2.50 or more. All postpaid.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
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RAILWAY HOLIDAY IN ITALY, Kalla-Bishop	$ 6.95	($ 6.75)
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COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
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RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
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HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
CANADIAN NATIONAL RYS., Stevens, 2-vol. set	$15.00	($14.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
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BOOKS OF THE RAILS

RAILWAYS THROUGH THE MOUNTAINS OF EUROPE, by Ascanio Schneider, 373 pages, 6x9", hard covers, illustrated, with summary tables and bibliography, Ian Allan, London, England; available through *Railroad Magazine Book* Service; $19.25.

This is a combination text and reference book of Europe, country by country. Since so much of Europe is mountainous, such a book is bound to be large, and the use of small type allows room for a great deal of information. There are 123 photographs, all sharp and clear. Introductory sections cover the workings of mountain railways in general and provide interesting data on tunnel construction and names of the multitudinous tunnels of Europe. Mountain railways include electric, steam, and diesel traction lines as well as rack and cable railways. Printed on good paper by the offset process, the material is uniformly well organized, interesting, and informative. Locomotives and cars as well as plant are discussed and tabulated for convenient reference. Of particular interest are views of a railway bridge which is annually dismantled!

RAILWAY HOLIDAY IN ITALY, by P. M. Kalla-Bishop, 160 pages, 5½x8½, hard covers, illustrated, with appendices. David & Charles, Newton Abbot, England; distributed by Taplinger Publishing Co., 29 E. 10th St., New York, N.Y. 10003; $6.95.

Steam, diesel, and electric mainline and branch railroads of Italy are covered in this first-person narrative of a railfan's journeys. Explanations of the various lines, how they came to be built, their equipment (including the interesting three-phase electric system) and the differences among them make up a pleasant continuity. Large, clear printing and many sharp photographs add to the value of this book, which will be found especially handy by any railfan contemplating a trip to Italy. This is the latest in a series of "Railway Holiday" books, the previous ones having covered France, Norway and Sweden, Austria, northern Germany, Switzerland, Spain, and Bavaria.

Coming Events

May 5: Steam trip on Penn.-Rdg. Seashore Lines, Camden to Cape May, N.J., using Steamtown 4-6-2 No. 127. Movie runs, open-door baggage car, diner, parlor, open-end obs. car. Fare from Camden or Haddon Hgts., $13.95; kids $7.95. Contact High Iron Co., Box 200, Lebanon, N.J. 08833.

May 11: Steam ramble on Reading RR, sponsored by new Quakertown & Eastern RR, using ex-Buffalo Creek & Gauley 2-8-0. Lv. Wayne Jct. 8:25 a.m., passing Lansdale, Quakertown, Bethlehem, Allentown, Reading, Pottstown and return. Pickups at several stations. Fare from Wayne Jct., $14.95; kids, $11.95. Contact Q&E RR, Box 438, Quakertown, Pa. 18951.

May 11-12: Steam excursion on Union Pacific, using 4-8-4 No. 8444, out of Denver. Many photo stops, movie runs. Open-door bag. car, diner, obs.

car. Overnight stop at Rawlins, Wyo.; hotel, meals extra (no sleeping in cars). Leave Denver Union Sta. 8 a.m. Sat. Fare, $26; kids, $17. Contact Rocky Mt. RR. Club, Box 2391, Denver, Colo. 80201.

May 18: Michigan RR. Club trip, Detroit to Holland Tulip Festival, via GTW and C&O. Lv. Brush St. sta., Detroit, 7:30 a.m.; arr. Holland 12:30 p.m. Return, lv. 6 p.m. Round-trip from Detroit & Royal Oak, $12; from Birmingham and Pontiac, $11.50; less for kids. Snack car in train. Get tickets from GTW and C&O ticket offices or from Mich. RR. Club, 71 Brush St., Pontiac, Mich. 48053.

May 19: Steam-diesel circle trip on New Haven RR. Lv. Grand Central Terminal 9:20 a.m.; diesel to Hartford, Ct.; steam from Hartford to Danbury mostly over frt.-only tracks; diesel back to GCT via Norwalk. Photo stops. Fare, $11.50; kids, $7.50. Contact Connecticut Valley RR. Assoc., Box 65, East Hartford, Ct. 06108.

May 25-26: New Eng. Div., R.R. Enthusiasts, 2-day excursion on NHRR in Mass., R.I., Ct., N.Y. Contact Roland Blodgett, Box 244, Malden, Mass. 02148; or Joe Lajoie, Box 3, Methuen, Mass. 01844.

May 25: NRHS Roanoke Chapter trip via former Virginian Ry. from Roanoke to Princeton, W.Va.; return via old N&W main line through New River Valley. Snack car and open-bench gon. Possibly steam-powered. Schedules arranged for train connections. Fare, $9; kids, $6. Contact Carl Jensen, chapter v.-p., 3316 Troy Ave., N.W., Roanoke, Va.

May 25: "NRHS Day" at Wanamaker, Kempton & Southern steam ry. Special photo run with steam. Railroad movies by John Scharle in evening. Details from sponsor, NRHS Hawk Mt. Chapter, WK&S RR., Box 24, Kempton, Pa. 19529.

May 26: Pittsburgh trolley excursion, using 1911 deck-roof car M-454 and a 1600-series PCC car. Trip will begin at 9 a.m. at P&LE terml., will cover Beltzhoover, Library, Drake, 38A, Mt. Lebanon-Beechview lines, and others yet to be determined. Fare, $4 in advance, $5 on car. Penna. Ry. Museum Assn., c/o R. L. Bowker, 102 Woodside Rd., Pittsburgh, Pa. 15221.

May 26: Phila. trolley excursion, air-electric car 2676. Leave 63rd and Girard at 10:30 a.m., cover routes 10, 15, 23, 36, 50. Fare, $5 in advance, $5.75 on car. Contact J. V. Engleman, 1002 Woodson Rd., Baltimore 12, Md.

June 1: Steam excursion from Toronto to Stratford and Palmerston, Ont., using CN 4-8-4 No. 6218. Many photo stops and movie runs. Details from Trip Committee, Upper Canada Ry. Society, Box 122, Terml. "A", Toronto, Ont., Canada.

June 1: Steam trip on Union Pacific from Denver to Yoder via Cheyenne, using 4-8-4 No. 8444. Lv. Denver 7 a.m., return 8:15 p.m. Fare $21.50, kids, $10.75, incl. meals. Details from NRHS Intermountain Chapter, Box 5181, Terminal Annex, Denver, Colo. 80217. In conjunction with trip, Colorado RR. Museum plans open house and narrow-gage steam operation. Details in trip brochure or from Museum, Box 641, Golden, Colo. 80401.

June 9: North Hills Travelers excursion on frt.—only B&O lines, Pittsburgh to Parkersburg, W.Va., using Budd RDC's. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

July 4-7: "Silverton Safari" via Western Pacific, D&RGW to Durango, incl. ride on Silverton narrow-gage. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

July 6: Steam excursion, Bellows Falls to Proctor, Vt., 155 miles behind ex-CPR No. 1200 on Green Mt. RR., Vermont Ry. Fare, $15 until June 15, then $16.50; students 9-16, $5 until June 15, then $6; children under 9 free. Incl. Steamtown and Proctor Marble Exhibit, chicken barbecue, photo run. Contact Rail Associates Corp., Box 406, Bellows Falls, Vt. 05101. Ticket deadline, July 2.

July 6-7: Electric Railroaders' Assoc. 34th Anniversary Convention in Toronto. Railroad and trolley fantrips, banquet. Contact ERA Trip & Convention Committee, 145 Greenwich St., New York, N.Y. 10006.

July 7: Steam trip on Jamaica Railway in West Indies, using 4-8-0 No. 54 from Kingston on Port Antonio line. Details from Hon. Secretary, Jamaica Ry. Society, 27 Waterloo Ave., Kingston 10, Jamaica, West Indies.

July 14: Trolley trip on Boston MBTA lines, sponsored by NRHS Lehigh Valley Chapter. Contact Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

July 28: North Hills Travelers excursion on frt.-only B&O lines, Pittsburgh to Zanesville, Ohio, using Budd RDC's. Contact J. Edward Wally (see June 9).

Aug. 1-3: Timetable Collectors' Convention at Ascot Motel, 1100 S. Michigan Ave., Chicago, Ill. Exhibits, swap sessions, auctions, movies, lectures. Contact Wm. L. Wagner, Nat. Assn. of Timetable Collectors, Box 842, Richmond, Ind. 47374.

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Sept. 29: North Hills Travelers excursion on frt.-only B&O and BR&P lines from Pittsburgh to DuBois and return, 20-coach train. Contact (see June 9).

Green Mt. R.R. schedule, Bellows Falls, Vt.: May 30-June 16, Sat., Sun.; June 22-Labor Day, daily; Sept. 7-Oct. 27, Sat., Sun.; 11 a.m., 1:30 p.m., 3:30 p.m. Fare, $2.50; kids, $1.50.

Through Dec. 1: Steam runs out of Whippany, N.J. every Sat., Sun. hol. except Thanksgiving; 12-mile round trips, rain or shine. Museum, picnic area, refreshments ,souvenirs. Contact Morris County Central RR., 80 Richard St., Parsippany, N.J. 07054.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables, and *SSE* (send 6¢ stamped envelope for list or details). Use zip code. As this issue hits the news-stands, our July issue is closed. Entries for the August issue should reach us before June 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c.-size steam pix of LV, CNJ, EL, D&H, L&NE, L&HR, RDG. (SSE)

FRED AUPPERLE, 2142 N. Linn St., Peoria, Ill. 61604, buys rr. police and detective badges.

CHAS. BALLARD, Box 3, Poestenkill, N.Y. 12140, will buy or trade for bks. by Fontaine Fox any size trolley pix, Westchester St. Ry., Westchester Elec.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, buys keys, railroadiana, hardware from CA&E, CNS&M, THER&L.

J.G. BOGLE, 1749 Dyson Dr. NE, Atlanta, Ga. 30307, will buy H.H. Van Loan's "Dixie Flyer."

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana, RPO cancellations. Trades B&ML, CNS&M tkts., RPO cancellations. Sells FEC pix from off. negs.

JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, will buy Wilcox's Cleveland S.W. Ry. story, other Ohio matl.

FELIX BRUNOT, 411 Seymour St., Valdosta, Ga. 31601, sells 3½x5 diesel pix; list 5¢.

PAUL CALVERT, Rte. 2, Box 300, Avon Park, Fla. 33825, trades, sells emp. tts., Trains Albums, bks., etc. Wants lanterns, Off. Guides prior to '21. (SSE)

DON CAMPBELL 7902 E. 113 Terr., Kansas City, Mo. 64134, wants 5x7 pix WH gas-turbine loco 4000 blt. in early '50's.

GLENN CANNIZZARO, 85 Fulton St., Woodbridge, N.J. 07095, buys orig. 35mm slides L&NE, NYO&W, RUT, and Fla. shortlines.

E. CAPPON, 3238 Elwood, Grandville, Mich. 49418, buys 35mm, 2¼x2¼ color slides N&W 9800, 5300, 3000 series hoppers, SD40's, SD45's.

RON CHANDLER, 214 E. Orange, Shippensburg, Pa., sells orig. 35mm color slides PRR, RDG, DT&I, N&W, WM, SCL, etc. List 10¢ and SSE.

WM. CHRISTENSEN, 89-29 212 St., Queens Village, N.Y. 11428, buys, trades for transfers, emp. tts., rr. decals, train orders.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima bldrs. pix.

J.F. COOKE, Box 212, Brielle, N.J. 08730, trades rr. bks., pix, info., railroadiana, keys, for sw. keys; buys sw. keys. (SSE)

TOM COTT, Carrick, Otranto Pl., Sandycove, Dunleary, Ireland, sells 63 issues of Baldwin Locomotive Records of Recent Construction.

E.M. CUMMINGS, 32931 Southgate Dr., Livonia, Mich. 48152, buys pix, color slides, logging locos, equip.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, will buy Barney Neuburger's '50 traction catalog revised to '60, good cond.

BILL DARNER, 526 Sherman St., Danville, Ill. 61832, buys 2/40, 4/52 issues Railroad Magazine, Xerox copy of WAB loco roster.

L.L. DAVIS, Rte. 1, Box 208, Lafontaine, Ind. 46940, sells or trades negs. Wants negs. GM&O 280-281, 290-292, 1900, SP 4900- 4905, 5200-5325.

JACK DEAN, 1033 Grandview Ave., Columbus, Ohio 43212, trades rr. lanterns and switch keys. Wants Dietz No. 6 globe.

FRANK DELARM, 359 Glen Rd., Venice, Fla. 33595, sells New England rr. stocks and bonds. List, sample 25¢.

P.A. DEMARCE, Rt. 2, Box 455, Texarkana, Tex. 75501, will sell 26 sw. and coach keys.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys NYO&W info., NYS&W reflectors.

JOE DION, 635 Bauder Pk. Dr., Alden, N.Y. 14004, buys or trades switchmen's lanterns.

BOB DUNN, 24 Arrow St., Schenectady, N.Y. 12304, buys rulebks., sw. keys, lanterns, tts. (SSE)

GEO. ELLIS, 8105 Eastern Ave., Silver Spring, Md. 20910, buys CNJ tts., pix, etc. Also will buy 8/26 Baldwin Mag.

C.W. FISH, Rt. 2, E. Main Rd., Westfield, N.Y. 14787, buys marker lights, "bird cages," red globes, etc.

WM. FRANTZ, 1905 S. Orange Ave., Sarasota, Fla. 33579, sells, buys, or trades rr. lamps, lanterns. Sells globes and parts. (SSE)

AL FREDRICKSON, Rte. 2, Solon Springs, Wis. 54873, makes enginemen's timebk. and tt. cases, 18" long with flap covers 7½" wide, $5 and $7 ea. respectively, ppd.

ED FULCOMER, Box 1004, Canon City, Colo., buys, sells, or trades negs., slides CB&Q, FW&D, C&S, D&RGW, AT&SF, UP, CRI&P, WP, MP, GW diesels.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells 8mm orig. color movies CN, CP, QC, DAR, RV, LI, P&S, N&SL, N&W, etc.

GEOFF GERSTUNG, 4 Longcroft Rd., Lockport, N.Y. 14094, buys steam loco No. plates from PRR, CN, Rut., NKP, NYC, Erie; also annual passes.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked rr. silverware. List free.

BOB GORDON, 334 Kennerly Rd., Springfield, Pa. 19064, wants pre '50 pix, slides PSTC, P&W.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color trolley pix PTC, PSTC, Boston, PSCT, TTC, SHRT, TARS, Pitts., LA, SF Muni, etc. List free, specify subject.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, will trade Poor's Manuals for defunct rr. stocks, bonds.

W.J.B. GWINN, 650 Main St., Bridgeport, Ohio 43912, sells 116 and 5x7 trolley, rr. pix in Wheeling area. No rr. list. Trolley list, SSE.

R.A. HANSON, 104 Bedford Ave., East Hartford, Conn. 06118, will sell set of Railroad Magazine '37-'57 complete, '58-'64 incomplete, '65-'67 complete, exc. cond.

DON HARDY, 43 Nimitz Dr., Billings, Mont. 59101, buys and sells tts., emp. tts., Off. Guides, Railroad Magazine, Trains. (SSE)

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys, sells railroadiana, Americana, Western, etc. Auction sales by mail. Big list 25¢.

W.O. HARPP, 845 Jackson St., Gary, Ind., buys emp. tts., rule bks., sw. keys.

R.L. HARRIS, Box 3, Miami, Fla. 33168, trades NYC, L&N, SOU, CG train orders with clearance cards for those of other rrs.

TOM HAUNTON, 508 Albert Ave., Pitman, N.J. 08071, will buy pix Union transp. engines 4, 5, 6, 1081, and 9353.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades on approval orig. 35mm Kodachrome slides of diesels in his area.

BOB HEYWOOD, 715 Via Aires, San Lorenzo, Calif., will sell large tt. collection, 1916-'60, of SP, AT&SF, D&RGW, WP, GN, CMSP&P. (SSE)

JOHN HILTON, 4010 Highway Dr., Silver Spring, Md. 20906, buys pix of buses, trucks, autos converted to run on rr. tracks, and home-blt. rr. gas vehicles.

DAVE HISLOP, 21 Afton Dr., Florham Pk., N.J. 07932, buys pix VBR 5-6, SOU 385, B&O; also railroadiana.

CURT HUBER, 2914 Grand View Blvd., Madison, Wis. 53713, sells color slides CNW, MILW, GN, CP, CN, NP, etc. Wants Soo Line pix. (SSE) Buys tts.

RALPH HULL, Box 133, Mechanicsburg, Pa. 17055, will sell 3 PRR brass sw. keys for best offer.

R.L. JOHNSON, Rte. 1, Box 265A, Rossville, Ga. 30741, buys pix, info. on logging rrs., geared locos, esp. in SE.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys per-'37 Railroad Magazine; buys and trades postcards.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old Railroad Magazines, Trains, etc. Buys collections of same, good cond.

C.F. KANTOLA, 30 Dakota Ave., Dumont, N.J., sells U.S. and Canadian loco and car pix. List 50¢.

FRANK KELLY, 1217 Huntoon St., Topeka, Kan. 66604, sells green and white steam loco classif. lamps, emp. tts., UP Kansas Div.

H.C. KERR, 2909 1 Ave., San Diego, Calif. 92103, will buy '30 Loco Cyclopedia, '22, '31 Car Builders Cyclopedia, 1-5th ed. of World Rys.

G. KIDDER, RD 1, Acton, Mass. 01720, will sell '48 Off. Guide, "Steamboat Disasters and RR. Accidents in US," 1846, "Boston, Concord and Montreal RR."

STERLING KING, 1001 S. Defiance St., Archbold, Ohio 43502, buys Cinn. Car Co. bldrs. pix of Toledo & Ind. 1924 cars.

JEFF KOVACS, 491 S. Park Dr., Perth Amboy, N.J. 08801, wants LV tts., pix, plans, papers, etc.

J.G. KUNIS, 707 Virginia Ave., Cumberland, Md. 21502, will sell Kirkman's "The Science of Rys.", 1910.

A.M. LANGLEY, Jr., Rt. 1, Box 64A, North Augusta, S.C. 29841, wil sell set of Poor's Manuals, 37 vols., 1876-1915. (SSE)

GEO. McCARTHER, 2275 Quesnel St., Montreal 3, Que., Canada, wants info. on D&H Camelbacks that served Rouses Point. Wants to hear from collectors of oil cans, engr. caps, rr. scrapbooks.

TED McQUINN, 204 Fairfax Rd., Riverview Hts., N.B., Canada, will sell brass sw. key from old European & N. Amer. ry.

BOB McVAY, Box 625, King City, Calif. 93930, buys or trades elec. trac. bks. Sells West Coast Kodachrome dupl. slides '46-'49 incl. PE, LARY, V&T, SPNG, BCE.

ED MILKS, 145 Temple St., Owego, N.Y. 13827, sells back issues Railroad Magazine, Trains, misc. rr. articles. (SSE)

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys pre-'65 issues Railroad Magazine.

ROGER MILLER, 6036 W. Alexandria Rd., Middletown, Ohio 45042, wants info., pix of Cinn. & Dayton; Cinn., Hamilton & Dayton; Cinn. & Lake Erie.

WAYNE MONROE, 5356-G Sinclair Lane, Baltimore, Md. 21206, will sell Hilton's "History of Ma & Pa". Buys WM railroadiana, bks., pix, etc.

EARL MOORE, 152 Walnut St., Wood Dale, Ill. 60191, buys postmarks, maps, info., pix, etc. of trolley, elec. line RPO's.

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, sells tts., pix, negs., bks., mags., tkts., etc. List 20¢.

JACK MORRIS, Port Ewen, N.Y. 12466, buys Ulster & Delaware info., pix. etc.

K.D. MOSHER, Box 83, La Prairie, Que., Canada, buys U.S. and Canadian emp. tts.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, will send LIRR frt. train order to people sending SSE. Trades or sells elec. rr. slides.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides steam, diesel, trolley. Sample 25¢.

ROSS PEEVER, 20 Cleadon Dr., Ottawa 14, Ont., Canada, buys NYO&W steam, diesel, station pix.

RAY POKORSHI, 55-A Frank St., Union, Mo. 63084, wants info. on switchman's lantern, pat. '15, marked "Rayo, No. 39 W.B."

J. QUINN, 29 Bryce Ave., Glen Cove, N.Y. 11542, buys pix, slides NYC in Mohawk Valley.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, esp. rear end, loco classif., lant. globes with rr. markings.

R.W. RICHARDS, Box 1189, Buffalo, N.Y. 14211, trades 35mm color slides of NYC, PRR, PC, N&W, EL, LV, B&O, C&O, CN, TH&B diesels for those of other rrs.

JOHN ROBERTSON, VAW-114, FPO, San Francisco, Calif. 96601, buys loco fittings, pix, negs. WAB, Chicago & Alton steam locos. Buys pix scenes along these rrs.

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, trades NY area transit slides for any trcakless trolley slides, or will buy trackless trolley slides.

JIM SHAUGHNESSY, 79 8th Ave., Troy, N.Y. 12182, sells his bks. "Delaware & Hudson" and "The Rutland Road," autographed. (SSE)

AL SHERRY, 5445 Netherland Ave., Bronx, N.Y. 10471, sells pix, dining-car silverware, tape recordings, tts., railroadiana, or trades for markers, handlamps, hardware. (SSE)

J. L. SIMCOE, Box 392, Ukiah, Calif. 95482, will sell 12"x28" print, specs., info. on Cleveland Ry. 5000-5027, 8x10 photo of CRC 4060. (SSE)

RON SIMS, 2717 Cornell St., Des Moines, Ia. 50313, sells Iowa Commerce Comm. annual reports, mint. cond.

BOB SMITH, 5240 Washburn Ave. S., Minneapolis, Minn. 55410, will sell set of Railroad Magazine 2/35 to date for best offer.

R.C. SNAVELY, Rte. 1, Box 313, Hershey, Pa. 17033, sells 5&3/8" Kopp, 4¼" Dietz Vesta clear unmarked lantern globes. (SSE)

Save Money With These Fine Gift Values!

Purchased from the French Army

FRENCH SAHARA BUSH JACKETS

French Gov't. Cost $22
Now just $9.95

- **Suntan Khaki Drill**
- **4 Large Flap Pockets**
- **Military Epaulets**
- **Regimental Brass Buttons**

A striking and dashing jacket made for French officers stationed in Algiers, Senegal and other French African Colonies, each is marked "St. Ariel, Angers 1952," is comfortable, stylish and a solid bargain. Brand new, complete with 12" rear vent, wide 2" belt, handsome regimental-issue brass buttons. Specify size, S (perfect for women), M, L or XL. In limited supply, and very nice!

A Real Jewel Among Swiss-made Watches

WORLD FAMOUS

PILOT'S CHRONOGRAPH

only $12.95

COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

- **Measure Distance**
- **Use As Regular Stop Watch**
- **Check Production Figures**
- **Register Speed**
- **Time Athletic Contests**
- **Check Parking Meters**

This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

Solid Iron with Heavy Brass Barrels

Famous American Cannons

Made in exact scale, solid iron with heavy brass barrels complete to touch holes, re-inforcing rings.

Left: Revolutionary War howitzer, 5".

Right: Civil War naval cannon on brass-wheeled "broadside" carriage, 5¼". Each $4.95; pair $7.95.

AMAZING PEN-SIZE CAMERA OF THE FRENCH SURETE

CONFIDENTIAL POCKET CAMERA

ACTUAL SIZE
Measures 4 x 1½ x 1'
Weighs 3 oz.

- **CLIPS INTO POCKET OR PURSE**
- **TAKES 18 BIG 2¼ x 2¼" B&W OR 18 COLOR IN 2 x 2" MOUNTS**
- **EASY TO USE • 1 YR. GUARANTEE**
- **FEATURES PREVIOUSLY AVAILABLE ONLY IN MODELS SELLING AT 10 x THE PRICE!**

This is a remarkable little camera, a French invention first used by the Paris police. It is small, takes sharp pictures (just aim and shoot), automatically cocks as film is turned. Cost of film includes free processing and printing. Camera only $9.95.

U.S. CAMP MACHETE

$2.95

You don't have to cross the border to get one of these 18" blade machetes. War surplus (Army made 3 million in World War II), you can bush out a trail, clear a camp site, or fell a good-size tree with one. In sturdy canvas shield with belt clip, it's a solid buy for $2.95 plus 35¢ postage.

MAIL 10-DAY NO-RISK COUPON TODAY!

HILLSDALE ASSOCIATES, Dept. AMG-668
208 East 43rd Street, New York, N.Y. 10017

Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $_____

___French Sahara Bush Jackets @ $9.95. (Add 65¢ post.)
State sizes_____.
___Famous American Howitzers @ $4.95. (Add 35¢ post.)
___Famous American Naval Cannons @ $4.95. (Add 35¢ post.)
___Pairs of Cannons @ $7.95 pair. (Add 35¢ post. ea.)
___Pilot's Chronograph Watches @ $12.95. (Add 65¢ post.)
___Pocket Cameras @ $9.95. (Add 65¢ post.)
___Rolls of Color Film @ $2.50. ___Rolls of B&W @ $1.95.
___U.S. Camp Machetes @ $2.95. (Add 35¢ post.)

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

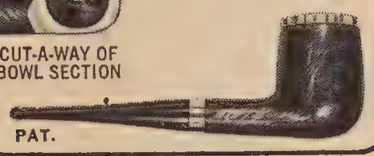
© C-D, 1968

NEW IMPROVED Dr. Philip's Pipe

the only pipe in the world with these **REVOLUTIONARY FEATURES!**

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

CUT-A-WAY OF BOWL SECTION



PAT.

- **Metal Cooling Ring dissipates heat.**
- **Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."**
- **Moisture Trap absorbs condensation.**
- **Crafted of finest Mediterranean Briar.**

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

W. STAUB, 30 E. 3 St., Brooklyn, N.Y. 11218, wants info. on PRR L1s 1638.

W.T. STEPHENS, 8 Richfield St., Squantum, Mass. 02171, trades, sells Atlantic & Great Western govt. tts., other railroadiana.

JOHN SULLIVIAN, 316 Aycock Dorm., Chapel Hill, N.C. 27514, sells slides SCL, NS, CRR, P&N, etc. or trades for those of nw. or sw. roads.

J.W. SWANBERG, Taunton Lane, Newtown, Conn. 06470, will buy or trade for NH chime whistle, esp. from 1400 series steam loco.

NIRM SZUN, 3275 W. 24th Ave., Vancouver, B.C., Canada buys pix CP structures, and pass. cars.

MONT SWITZER, RR 1, Box 2, Mooreland, Ind. 47360, sells diesel pix Monon, PRR, NYC, N&W, IC, K&IT, IU, NKP, L&N, SOU, C&O, B&O, EL, SCL, ACL. (SSE)

C.M. TREADWAY, 525 Cantrill St., Irvine, Ky. 40336, buys NC&SL railroadiana.

F.C. TUCKER, Big Pool, Md., 21711, buys steam action pix and negs., any rr.

DON VAN COURT, 41 Hillcrest Rd., Madison, N.J. 07940, sells Railroadians reprint "Evolution of Ferry-Boat," 4-page 1889 article, 52¢ ppd.

RAY VECCHIE, 250 N. Ridgemoor, Mundelein, Ill. 60060, will sell set of Trains mag. 2/49 to 2/52, minus 5/49.

DAVE VERDOL, 14500 Woodlawn, Dolton, Ill. 60419, wants pix of rr. business cars and PRR car "Quaker City."

FESTUS VON BLON, 1208 Locust, Muskogee, Okla., will sell Simmons' "History of Cryell County, Tex." and Tyler's "Histor of Bell County, Texas." Trades rr. bks., tts., pix, etc.

DOUG WORNOM, 454 Riverside Dr., New York, N.Y. 10027, buys tts., emp. tts. 1870-1930, good cond.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, buys L&WV negs., tkts., passes, etc.

DICK YAREMKO, 10516 81 Ave., Edmonton, Alta., Canada, buys or trades for color pix, slides Alco C628 demos., GN diesels.

HOWARD AMELING, 619 Ewing St., Fremont, Ohio 43420, sells pix of steam, diesel, and other eqpt. of NKP, W&LE, other Midwest roads.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collections of railroadiana: books, tts., keys, catalogs, passes, folders, misc.; also auto, ship, express items.

O.P. BARNES, JR., RD 1, Box 89, North Jackson, Ohio 44451, sells new books on trolleys, interurbans in US and Canada. (SSE)

C.A. BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells 116-size photos of CN, CP, other Canadian rrs. List and sample, 50¢ coin (no stamps). Wants negs, pix of Newfoundland RR.

B.D.J. BATES (New Zealand engine driver), 9 Powell Pl., Auckland 8, N.Z., will sell one each of 1935 Santa Fe and N.Y. Central tts.

ED. BAUMGARDNER, 27 West End Ave., Oneonta, N.Y. 13820, wants photo of D&H 4-4-0 No. 405, pref. 5x7 or 8x10".

W. BROSHCHART, 89-32 138th St., Jamaica, N.Y. 11435, sells tts., negs. of European rys., trams, ships, trolleybusses, 1960-65; U.S. rrs., trolleys, trolley busses 1942-'64. Wants negs of t'busses abandoned early.

J.J. BUCKLEY, 5834 W. 28th St., Cicero, Ill. 60650 will sell 150 issues Railroad Magazine, 1934-'66; 20 issues Trains, 1941-'43; R&LHS Bulls. 80-111.

BOB CLEARY, 6244 S. McVicer, Chicago, Ill. 60638, buys steam and interurban tts. will sell 1861 rr. guide. (SSE)

SID ELLIOTT, 1593 Larch St., Vancouver 9, B.C., Canada, wants R&LHS Bull. 83 and photos of CN 775-777, 1000, 3899 diesels.

ED. GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, will sell "Trolley Timetable Panorama," 50 pp., 8½x11". (No price given)

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, wants negs. of SP K-M's 9100-9120, esp. 9100, 9103, 9111, 9119.

W. GRIM, 204 Gregory Ave., West Orange, N.J. 07052, will sell 2 Mobile Fidelity records: "Great Moments of Steam RR." and "Mem. in Steam". (No price given)

RICHARD HANSCHKA, 81 Kenwood Circle, Bloomfield, Ct. 06003, swaps 116-size prints of 3 old Woodstock locos for pix of other steam locos in East and N.E.

R. HUBERT, 24 Benham St., Torrington, Ct. 06790, trades 2¼" sq. negs. of NHRR, NYC, B&M diesels for negs of other roads.

BOB HULSEY, Murrayville, Ga. 30564, wants info. on Rayonier and its predecessors.

R.C. KLAUS, 2819 Reaver Ave., Grove City, Ohio 43123, trades rr. brakemen's lanterns; wants Adlake 200- or 250-series; swaps lists.

D.J. LANCE, 611 Olive St., St. Louis, Mo. 63101, administrator of estate of G.E. Elmore, Jr., offers for 50¢ a catalog of railroadiana in estate sale: books, lanterns, HO eqpt. Sale was at St. Louis, May 25, 1968.

C. LAWSON, Rte. 4, Salem, Ill. 62881, sells waybills, bills of lading, tkt. stubs, written rr. records 1880-1910. List, 10¢.

C. S. LOWE, 2549 University Ct., Cincinnati, Ohio 45219, will pay for info. on Lowe's station on old Ky. Cent. RR., and on Wm. Lowe, who died in 1815, and any of his descendants.

W.M. MARCUS, 79 Twin Oaks Ave., San Rafael, Calif. 94901, buys any size prints or negs. of NWP trains in Eel River Canyon.

D.H. McKELVEY, 2822 19th Ave., Port Huron, Mich. 48060, buys or swaps U.S. transp. tokens.

SHELDON MYREGAARD, 15 Oakland Ave., Lakewood, N.Y. 14750, trades 1/65 to 3/68 Mod. RRer. for railroadiana.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, offers large list of railroadiana; new additions, 10¢.

ELWOOD NESTLE (furloughed fireman, D&H, Pennsy), RD 1, Box 174, West Monroe, N.Y. 13167, will buy CPR book "Steel or Empire," by J.M. Gibbons.

JEFF PHILLIPS, 3649 Kenyon Ave., Baltimore, Md. 21213, wants old MP tts., good cond.; state price.

CARLTON QUIST, 5531 Elm St., Lisle, Ill. 60532, wants CB&Q tts., emp. tts., rulebooks, etc.; wants detailed map of entire CB&Q system.

BILL RAPP, 430 Ivy, Crete, Neb. 68333, sells, trades pix 4x5" or larger of stations, rollingstock, diesels, etc. State wants. (SSE)

WALTER ROBBINS, 1323 S. Magnolia St., Palestine, Texas 75801, buys empt. tts., any date.

HOWARD SANFORD, 59 Hellam Dr., Mechanicsburg, Pa. 17055, solicits new members for Assn. of TT. Collectors; free folder. (SSE)

WAYNE SCHENK, 33 Weston Ave., Buffalo, N.Y. 14215, sells rail mags., tts., pix, passes; also sport books, postmarks; list 10¢.

HARRY SCHIMM, 1841 Glenwood Dr., Kamloops, B.C., Canada, sells Canadian steam and diesel pix; list, 20¢ (no stamps). Buys sizes 616-620 negs. of Canadian diesels, incl. GTW, CV, DW&P. Trades CP, CN negs.

AL SHARP, 100 Shennecossett Pkwy., Groton, Ct. 06340, sells back issues of Railroad Magazine, tts., emp. tts., tourist guides, rulebks., Offl. Guides '59-'67, maps, bks., trolley tts. List 25¢.

RAINIER SCHONAU (age 27, German Rys. employee), Pommerstr. 5, 84 Regensburg, West Germany, swaps prints, negs. of German locos for U.S. locos old or new, esp. oddities. Trades only; will not buy or sell.

SHERMAN SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sends for 10¢ a slide list, brochures describing East Broad Top narrow-gage steam rr. and trolley mus.

WES STEAD, Box 92, Effingham, Ill. 62401, will trade '46, '47 issues of Railroad Magazine for 10/40 to 3/41 Trains. Wants pix of MP wreck at Claflin, Kan., 4/2/45.

A.G. STEIGNER, 4106 Maryland Dr., Brookmont, Md. 20016, will sell Railroad Magazine, '39-'67; Trains, 10/42 thru '67; L&N Mag., '40-'67; good cond.

JAS. THEDARE, 455 Brightwood, Dayton, Ohio 45405, wants historical info. on trains, old and new.

BOB THOMAS, 3517 W. Wolfram St., Chicago, Ill. 60618, wants CCC&StL info.

E.L. TOMBERLIN, 68 Oakes Blvd., San Leandro, Calif. 94577, trades diesel loco negs. for current taxicab negs., sizes 120-116. Buys, trades motorbus tts.

ED. TYRRELL, 804 Hamel Ave., Ardsley, Pa. 19038, will buy '51, '52 PRR calendars, negs., slides of PRR T-1 and Q-2 locos in action.

GEO. VESELY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, wants good 35mm. color slides of Chicago streetcars before PCC cars were bought.

Model Trading Post

A.E. MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys AF wide-gage tank cars blt. 1925-'36.

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, will trade PRR '30 calendar in orig. mailing tube, mint cond., for Boucher 2107 pass. cars, large Ives pass. car.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel scale frt. cars 714-717, Peter Rabbit Chick-Mobile.

O.P. BARNES, JR., RD 1, Box 89, North Jackson, Ohio 44451, sells HO pass. cars, other eqpt., good cond. (SSE)

Mrs. JANE GANNON, Box 512, Weed, Calif. 96904, collects miniature models of rr. eqpt.

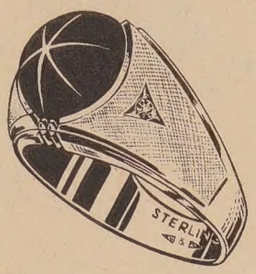
JOE MICHALAK, 3308 Catalpa Ct., Rockford, Ill. 61108, buys elec. trains.

R. REPPERT, 223 Crooked Lane, King of Prussia, Pa. 19406, will trade 72-foot steel RPO car (not a model) for small-gage steam loco.

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.

0 MILLION FRENCHMEN whisper, "I love ou more than yesterday, less than tomor- ow." And they can't be wrong! Radiantly mbossed with Rosamonde Rostand's im- ortal lines in French. 1" diameter. Your ersonal inscription on back at 10¢ a tter. 14K Gold $16. Sterling Silver $3. he Jamaica Silversmith, Dept. AM 6, 50 elancey Street, NY, NY 10002



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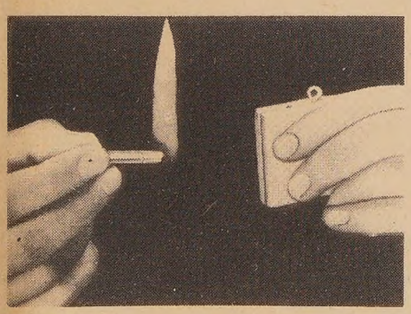

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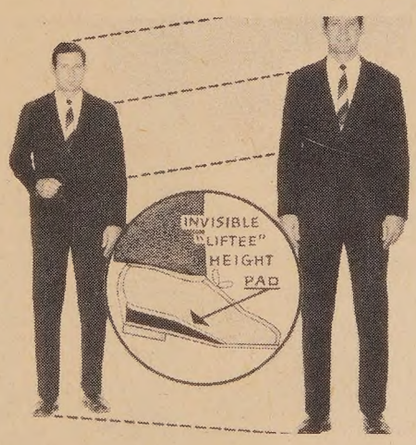

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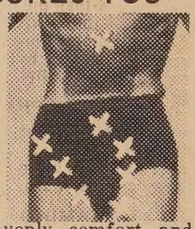

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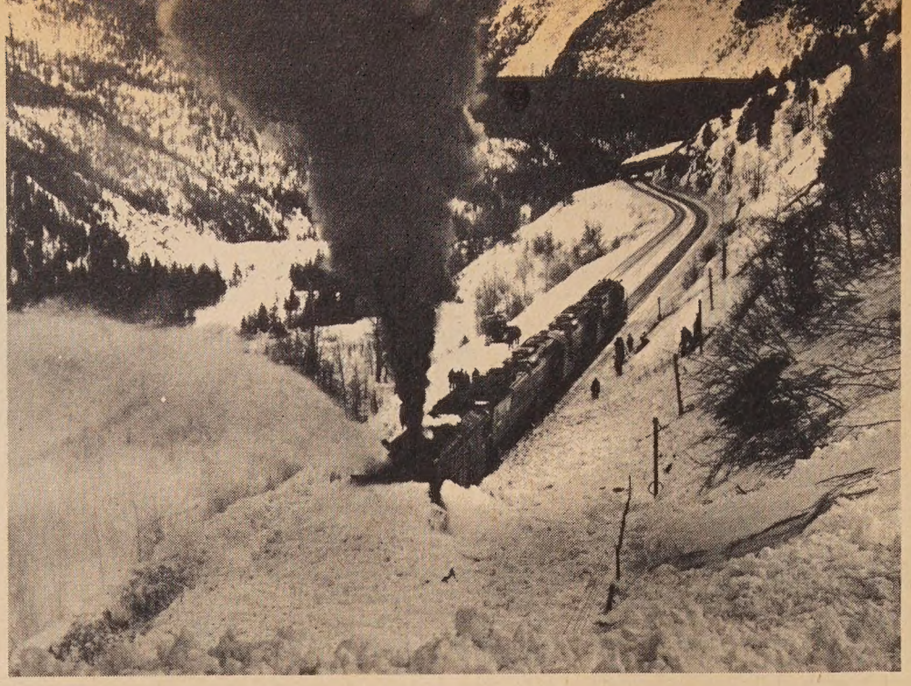

Pushed by three diesel units, a Great Northern rotary plow bucks a snowslide on the west side of Marias Pass, where GN main line crosses the Continental Divide. The railroad has numerous snowsheds along this stretch, but during severe winters slides occur now and then between the snowsheds.

Great Northern: Road Diesel Renumbering

Compiled by Sy Reich

Road Nos.	Renumberings	Disposition
200A,B	Originally 5600A,B, then 200A,B, then 253A,B	901-902
225-226	Renumbered 359A,C	To EMD 1966
227	Renumbered 275, then 366C	
228-231	Renumbered 360A,C-361A,C	
247A,B	Originally 304A,C	To EMD 1964
248A	Originally 305A	2022
248B	Originally 305C	To EMD 1963
249A,B	Originally 300A, 254A	2035, 900
250A	Originally 5700A, then 250A, then 375A, then 250A	724
250B	Originally 2700B, then 250B, then 375B, then 250B	723
251A,B	Originally 5701A,B, then 251A,B, then 376A,B	725-726
252A,B	Renumbered 418A,B (2nd)	To EMD 1963, 911
253A,B	Originally 5600A,B, then 200A,B, then 253A,B	901-902
254A	Originally 5900A, then 254A, then 249B	900
254B	Renumbered 418C (2nd)	2021
255A	Originally 5900A, then 300B, then 255A	903
255B		2025
256A, B-259A,B		To EMD 1964-5
260A, B-261A,B	Renumbered 366A,B-367A,B	
262A, 263A,B		Retired 1967
264A-265A	Renumbered 470A, 472A	To EMD 1967, 1964
264B-265B	Renumbered 470D, 472D	
266A	Renumbered 368A	To EMD 1966
266B, 267A,B-268A,B	Renumbered 368B, 369A,B, 370A,B	
269A,B, 270B	Renumbered 367C, 371B, 372B	
270A	Renumbered 368C	To EMD 1966
272A,B	Renumbered 474A,D	
275A	Renumbered 366C	
277A, 278B, 279B		To GE 1966
280A,B-281A,B	Renumbered 369C, 373B, 370C, 374B	To GE 1966
300A	Renumbered 249A	2035
300B	Originally 5900A, then 300B, then 255A	903
300C	Originally 5900C, then 300C, then 401D	2026
301A,B	Renumbered 401A,B	To EMD 1963
301C	Renumbered 401C	727
302A,B	Renumbered 403A,B	2029, 2020
302C	Renumbered 403D	To EMD 1965
303A,B,C	Renumbered 405A,B,D	2030-2032
304A,B,C	Renumbered 247A, 403C, 274B	To EMD 1964-5
305A,B	Renumbered 248A, 405C	2022, 2031
305C	Renumbered 248B	To EMD 1963
306A,C	Renumbered 458A,D	
306B	Renumbered 458B	Heater car 16
310A,B,C		To GE 1966
350A,C, 351A		To EMD 1966
352A		Wrecked 1966
354A,C, 357B,C		To EMD 1966, 65
354B		Heater car 10
350A	Originally 225, then 359A	To EMD 1966
359B,C, 360A,B,C 361A,B,C	Originally 500B, 226, 228, 501B, 229, 230, 502B, 231, then 359B,C, 360A,B,C, 361A,B,C	
362A,C	Originally 375C, 376C	
362B	Originally 503B, then 362B	To EMD 1966
363B	Originally 504B	
366A,B, C-367A,B,C	Originally 260A,B, 275A, 261A,B, 269A	
368A,C	Originally 266A, 270A	To EMD 1966
368B, 369A,B,C, 370A,B,C	Originally 266B, 267A,B, 280A, 268A,B, 281A	
371B-374B	Originally 269B, 270B, 280B, 281B	
400A,B,C,D		2027, 904-905, 202
401A,B	Originally 301A,B	To EMD 1963
401C	Originally 301C	727
401D	Originally 5900C, then 300C, then 401D	2026
402A,B,C,D		2000-2003
403C,D	Originally 302A,B	2029, 2020
403A,B	Originally 304B, 302C	To EMD 1965
404A,B,C,D		2004-2007
405A,C,D	Originally 303A, 305B, 303C	2030-2032
405B	Originally 303B	To EMD 1963
406A,B,C,D		2008-2011
408A		To EMD 1963
408B,C,D		2012-2014
410A		To EMD 1965
410B,C,D		906-907, 2033
412A,C		To EMD 1963, 5
412B,D		908, 2018
414A,B,C,D, 416A,B,C		2023, 909, 9100 2024, 2015-2017
416D		To EMD 1964
418A,B (1st)		Scrapped
418C,D (1st)	Renumbered 460C,D	
418A,D (2nd)	Originally 252A, 300C	To EMD 1963, 1966
418B,C (2nd)	Originally 252B, 254B	911, 2021
420A,B,C,D		To EMD 1963-4
422A,D		To EMD 1963
422B,C		912-913
424A,B,D		To EMD 1963
424C		914
426A,B		To EMD 1963
426C,D		915, 2019
428A		2034
428B,C,D		To EMD 1963, 1966
430A		Retired 1967
430B,C		Heater cars 14, 11
430D, 432A		To EMD 1966
432B		Heater car 13
432C,D		733-734
434A,C,D		To EMD 1966-7
434B		Heater car 11
436A		To EMD 1967
436B,C		Heater cars 17, 15
440A,B,C,D, 442A,B,C,D		SP&S 862, 206, 207, 863-864, 208, 209, 865
444A	Originally 306A,C	To EMD 1967
458A,D		
458B	Originally 306B	Heater car 16
460C,D	Originally 418C, D(1st)	
470A, 472A	Originally 264A, 265A	To EMD 1967, 1966
474A	Originally 272A	
470D, 472D, 474D	Originally 264B, 265B, 272B	
500B-502B, 504B	Renumbered 359B-361B, 363B	
503B	Renumbered 362B	To EMD 1966
5600A,B	Renumbered 200A,B, then 253A,B	901-902
5700A,B	Renumbered 250A,B, then 375A,B, then 250A,B	724-723
5701A,B	Renumbered 251A,B, then 376A,B, then 251A,B	725, 726
5900A,B,C	Renumbered 254A, 300B, 300C, then 249B, 255A, 401D	900, 903, 2028

The foregoing is an integral part of Sy Reich's Great Northern dies roster (Feb. '68 issue) and GN roster notes (March '68). A reader who do not have the Feb. roster nor March notes can get a free copy of both, t gether with the above renumbering by sending a 6¢ stamped, addressed lon envelope to Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017.

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